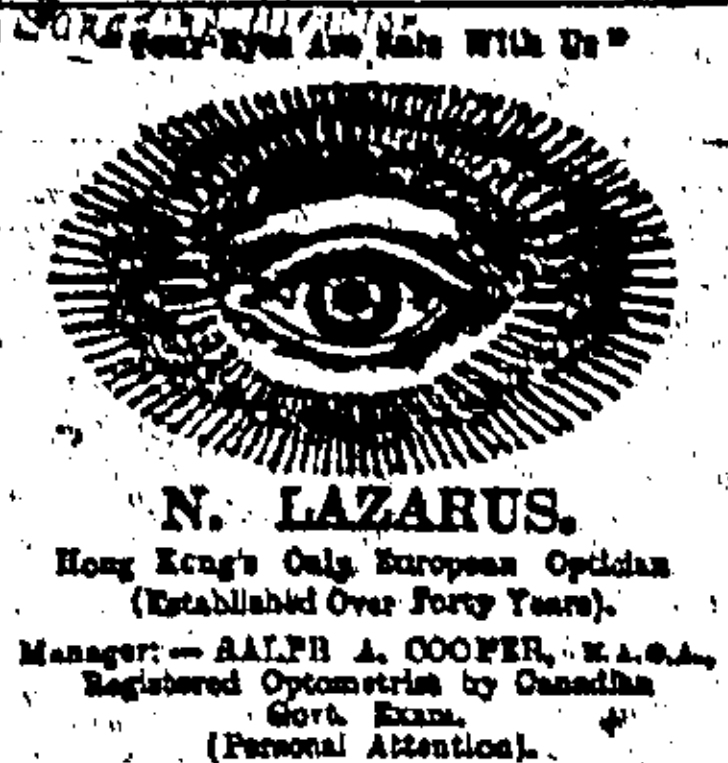


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Hongkong Daily Press

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No. 21,992 號式拾玖百玖仟壹萬第 日玖廿月壹拾長庚 HONG KONG, WEDNESDAY, JANUARY 9th, 1929. 叁拜禮 日玖月壹年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon Dep.	6.40	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
Yau Ma Tei Dep.	6.48	8.08	9.08	10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08
Shatin Dep.	7.01	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21
Tai Po Dep.	7.15	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35
Ma On Shan Dep.	7.30	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Shing Mun Dep.	7.45	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
Canton Arr.	12.05	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton Dep.	6.40	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
Shatin Dep.	6.48	8.08	9.08	10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08
Yau Ma Tei Dep.	7.01	8.21	9.21	10.21	11.21	12.21	1.21	2.21	3.21	4.21	5.21
Tai Po Dep.	7.15	8.35	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35
Ma On Shan Dep.	7.30	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Shing Mun Dep.	7.45	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
Kowloon Arr.	12.05	1.25	2.25	3.25	4.25	5.25	6.25	7.25	8.25	9.25	10.25

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DEATH OF HENRY ARTHUR JONES.

WAREHOUSE CLERK WHO
BECAME FAMOUS
DRAMATIST.

ROMANCE OF A HUMBLE BEGINNING.

News is to hand in a Reuter cable from London of the death of Henry Arthur Jones, M.A., the well-known English dramatist. The son of a Grandborough (Buckinghamshire) farmer, "H.A.J." was born in 1851. At an early age he left his home to work in London and, in the reverse of ideal conditions, secured employment in a warehouse. Of a literary turn of mind, he studied the works of Shakespeare very exhaustively, and became imbued with the idea of himself writing classical dramas. His early efforts were rather disappointing. In four years from the age of 18 he had written nine plays. None of these were produced on the stage and he found it exceedingly difficult to get any of his earliest works even read by London managers.

On the advice of a friend, he decided to abandon his original idea of forming a new school of English dramatic art and spend a further two years in careful study of the works of contemporary writers. He turned his attention from the London stage to the provinces and, at the age of 27, had the satisfaction of seeing his first production, "Only Round the Corner," produced at Exeter.

Critics Not Pleased.
The critics of that day were not inclined to praise this work. They held the plot to be too revolutionary a nature to receive any great measure of approbation from the public. Disregarding these opinions, Jones persevered with his work and within four years of his debut, scored a great success with "The Silver King" which was produced in November 1882 by Wilson Barrett at the Prince's Theatre. This play is still running, and remains exceedingly popular among playgoers.

Henry Herman had collaborated with Jones in writing the libretto of this melodrama. Prior to this production, Jones had been badly handicapped financially. "The Silver King," however, enabled him to concentrate his attention upon writing a play with a plot and dialogue after his own heart. "Saints and Sinners" received a mixed reception. One section of the public resented his cynical picture of middle-class life in a country town, holding that the introduction of the religious element upon the stage was "an offence against morals and decency." Jones vigorously defended himself against these attacks in a number of brilliant articles published in the *Nineteenth Century* (January 1885).

Two Powerful Plays.
His next production was "The Middleman," a powerful play which, with "Judith," established his reputation as the leading English dramatist of the day.

It has been said that, of all the English dramatists, only Henry Arthur Jones could compare at that time in invention or technical skill with the French contemporary school. His keen rivalry with Pinero resulted in the comparatively rapid production of no less than 30 plays of first-class merit.

"The Bangle," produced by Wyndham at the Criterion in 1893 belonged to the pre-Tanqueray school, but "The Case of Rebellious Susan" displayed a high standard of talent which was maintained in "The Liars," a comedy, and "Mrs. Dane's Defence." Later plays of note were "The Ogre" (1911), "The Pacifists" (1917), "The Divine Gift," and "The Lie" (1923).

Jones was also a prolific writer of books and criticisms, and the initials "H.A.J." appeared quite frequently in the columns of the *London Press* beneath critiques upon modern productions. His works will live long in the hearts and minds of lovers of English drama.

WIFE'S COSTS IN DIVORCE.

Twice recently in London judicial attention was given in the Divorce Court to the changes in the financial status of married women since the rule was set up that if a wife file or defend a divorce petition, the defendant must pay her costs properly incurred. Mr. Justice Hill pointed out that the Married Women's Property Act had swept away the basis of the old rule, at any rate as regards wives with means of their own. Lord Merivale also referred to the same matter from a wider angle. "It is often a matter for consideration," he said, "if the old rule ought to continue in its absolute form in these times when the area of inquiry in divorce is so much widening from what it was in 1881 and the matters in issue are so much more complex and the question of party acts and the question of often so vital." The Judge was doubtless referring to the 1923 Act conferring equality on the sexes as to grounds of divorce, and the notable development of the Court practice in recent years in granting to petitioners who have themselves gone astray the decrees they seek. Whether he had in his mind or not the fact that in these days an increasing number of wives are in receipt of salaries from outside employment and actually hold the family nest-egg, Lord Merivale did not go into that question, but there can be no doubt the question of a wife petitioner's separate means or wage-earning facilities is now being taken into consideration far more than hitherto in applications for security from the husband for a wife petitioner's costs.

LONDON'S NIGHT CLUBS WANING.

PUBLIC TIRED AND POLICE
ACTIVE.

London, U.P.—London's night-club fever is abating. Clubs which were built to accommodate 2,000 dancers cannot to-day boast of a nightly attendance of 2,000. Proprietors who a year ago carried on festivities until 5 a.m., and then served breakfast, now put up the shutters within an hour or so of midnight. At some the attendance has become insufficient to cover lighting expenses.

The recent searchlights on London police methods; the changes in the administrative departments of the metropolitan police; and the reports that Sir William Joynson-Hicks, the Home Secretary, is out to "clean up" London, have all had their effect.

Police action, is not entirely the cause of the slump in night-clubs. It is said that the public are becoming tired of paying 2s for a bottle of "champagne" and 6s for sandwiches.

Scotland yard's persistence in looking into various affairs, however, has caused many an alien proprietor to depart within the past month. Yet London still has nearly 100 of these clubs. Many are called "social clubs" or "supper clubs."

At one, persons who are called "non-members" are turned away at the main door, although a hint is given that they should enter a minute or so, there are "detected members" on the payment of approximately 2s. They are then conducted through an underground passage and enter the club by way of the cellar.

Most of these resorts employ as doorknopers men who are able, by long acquaintance, to recognise Scotland Yard officers. These men have been known to spend morning after morning watching the staff at the yard arrive, in order to be sure of recognition. Mr. A. G. Walker has completed his plaster sketch of the statue of Mrs. Pankhurst, which it is proposed to erect in London before the general election. Lady Rhonda is treasurer of the committee who are gathering funds for this monument. Appeals for subscriptions are to be broadcast all over the world, addressed, in the first place, to Mrs. Pankhurst's old colleagues of the Women's Social and Political Union. It is proposed that the statue should be in bronze and seven feet high. The model represents Mrs. Pankhurst without her hat, wearing the very feminine little evening coat in which she delighted. Mr. Walker is the sculptor of the statue of Florence Nightingale in Waterloo Place and also of the statue of the Duchess of York. The organisers of the memorial hope that a site will be found for the statue in the Horse Guards Parade, near Downing Street, or in the gardens adjoining the House of Lords, where Rodin's "Burghers of Calais" monument stands.

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BAGGAGE

WITH

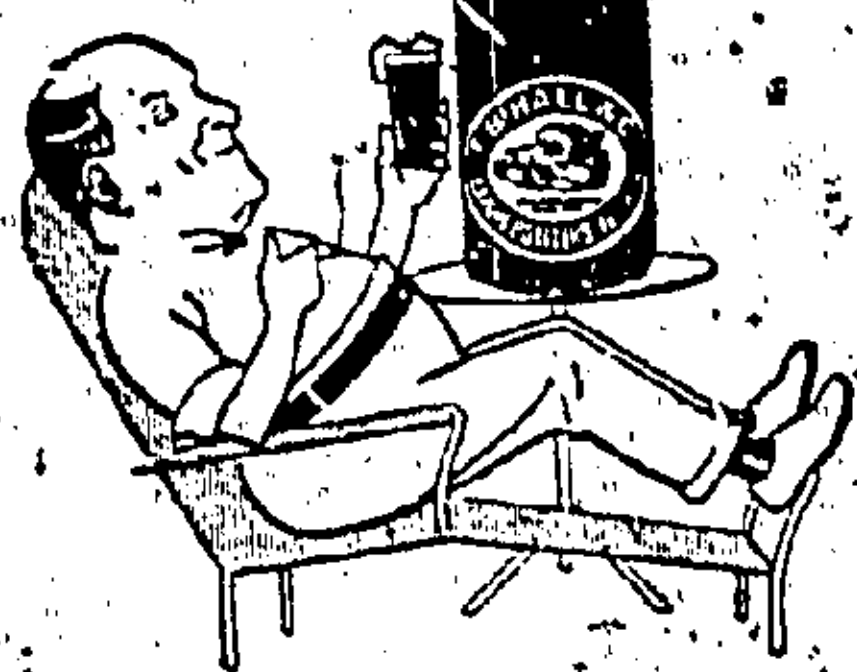
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[160]

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1A, CANTON ROAD.

Money and Markets

HONG KONG MARKET REPORTS.

Quotations in Hong Kong market yesterday for rice and sugar were as follow:-

Rice.	Per Picul.
Cheung Chung No. 1	7.60
Green Dragon White	7.60
Red Seal Mui White	7.60
Black Seal White Siam	7.60
Green Elephant White Siam	7.60
Red Seal No. 1 Glutinous	6.00
Red Seal No. 2 Glutinous	5.80
Green Seal No. 3 White	6.87
Black Seal Brewer	6.52
Blue Seal White Brewer	6.63
Green Seal White Brewer	6.54
Sugar.	Per Picul.
No. 18 coarse powdered	7.39
No. 20 coarse powdered	7.49
No. 24 coarse powdered	7.73

CANTON COTTON YARN

Business in cotton yarn at Monday's market was very quiet. Apart from a few transactions with the Fatsam dealers, no business was done. Prices dropped 2¢ per bale.

Quotations at Canton on the 7th instant were as follow:-

	Per Bale.
No. 42 Five Sons	\$364
Fun Hi	320
Butterfly	324
No. 32 Ping Doo	474
Tin Koon	470
Cheung Hi	470
No. 120 City of Gold	324
Globe	318
Good Harvest	314
Double Horse	310
Tin Koon	312
Double Elephant	306
Tram Car	314
Shepherd	304
No. 16 City of Gold	290
Fui Kwai	294
No. 12 City of Gold	283
Peacock	284
Fui Kwai	277
Tram Car	275
Aeroplane	273
No. 10 Sailing Vessel	259
City of Gold	258
Peacock	261
Lotus Bee	251
No. 8 Lion	202
Hut How	206

CANTON MARKET REPORTS.

Quotations at Saturday's market for rice, sugar, flour and oil were as follow:-

Rice.	Per Picul.
Red Pearl	\$6.58
Red Seal Old	6.58
Red Seal White	6.58
Blue Seal	6.52
Green Seal	6.40
Red Y	6.25
No. 3 White Broken	6.08
Green Seal Old	6.60
Sugar.	Per Picul.
No. 2 coarse powdered	\$ 8.10
No. 3 coarse powdered	7.70
No. 20 coarse powdered	7.80
No. 1 Granulated	9.90
No. 1 Fine Granulated	10.20
Wai Chow White	8.50
Spring Candy	10.00
Flour.	Per Bag.
Man-of-War	\$4.03
Silver Seal	4.15
Banana	4.10
Cheung Luk	4.15
Maize	4.25
Sword of Kwantai	4.20
Cannon	4.65
Cabbage	4.45
Dalton	4.50
Dog's Head	4.50
Oil.	Per Picul.
Ground Nut Oil	23.65
Fangchi	23.90
Honan	23.90
Tienstin	23.00
Dairan	27.00
Kwangsi Wood	27.70

CANTON STOCK EXCHANGE.

LATEST QUOTATIONS.

CANTON, Jan. 7th.	
Water Works	\$3.80
Electric Power Co.	5.10
Canton-Hankow Railway	0.50
The Sun Company	6.70
Sincere Co.	9.50
Nanyang Bros. Tob. Co.	4.50
Canton Tramways	2.25
China Merchants S.S. Nav. Co.	6.65
Company	4.80
Central Bank	4.80

INDIAN COTTON EXPORTS.

CORRECTION.

A reader kindly calls attention to an error in the heading of an item, which appeared on this page yesterday. The figures given dealt with the export from India of raw cotton, not cotton yarn, as wrongly stated.

SALT HERRINGS.

CANTON EMBARGO LIFTED.

The ban which has been placed on salt herrings on the ground that they were imported from Japan, has been lifted by the Canton Authorities, according to a letter received by the Chinese Chamber of Commerce.

It will be remembered that some time ago, merchants complained to the Chamber that a shipment worth about \$30,000 was seized by the Anti-Japanese Picket in Canton on the ground that the herrings had come from Japan. A protest was then made through the local Chamber, and it was pointed out that the fish was imported from Canada. Dealers will be glad to know that the ban is now lifted.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 8th, 1929.	
H.K. Banks	\$1,340 buy.
Do.	London \$217 1/2 nom.
Chartered Bank	\$223 buy.
Mercantile Bank, A. & S.	\$234 nom.
Do.	O. \$214 1/2 nom.
P. & O. Bank	\$212 nom.
East Asia Bank	\$200 buy.
Canton Insurance	\$165 buy.
Union Insurance	\$366 buy, 368 sa.
North China Ins.	Tls. 180 buy.
Yangtze Insurance	M. \$50 nom.
China Underwriters	\$240 sel.
China Fire Insurance	\$250 buy.
Hong Kong Fire Ins.	\$780 nom.
Do.	\$780 nom.
H.K. Steamship	\$29 1/2 sel.
H.K. Tugs	\$140 sel.
Indo-China (Prof.)	\$18 buy.
Do.	(Def.) \$80 buy.
Shell Transport	\$116 nom.
Union Waterboats	\$23 buy.
Benguet	\$240 buy.
Kaiser Mining Assoc.	70 buy.
Langkai (combined)	Tls. 10 nom.
Do.	(single) Tls. 5 nom.
S'hai Explorations	Tls. 2 1/2 nom.
Shanghai Loans	Tls. 3 buy.
Banks	\$51 buy.
Tromp Mines	\$178 nom.
H.K. & W. Docks	\$154 sa.
China Provident	\$52 buy.
Longways	Tls. 18 buy.
New Engineering	Tls. 32 nom.
Shanghai Docks	Tls. 105 nom.
Ewo Cottons	Tls. 13.20 buy, 13.30/40 sa.
Oriental Cottons	Tls. 2 sel.
S'hai Cottons (old)	Tls. 65 buy.
Do.	(new) Tls. 32 buy.
H.K. & S. Hotels	\$9.35 buy, 9.45 sel.
H.K. Lands	\$4.40 sa.
Shanghai Land	Tls. 165 buy.
Humphreys Estate	\$14.80 buy.
H.K. Realities	\$84 nom.
H.K. Tramways	\$20.70 buy, 20.80/2.70 sa.
Peak Tram (old)	\$13 sel.
Do.	(new) \$4.30 nom.
Star Ferry	\$73 buy, 74 1/4 sa.
China Lights	\$124 sa.
H.K. Electric (old)	\$4.98 sel.
Do.	(new) \$5.11 nom.
Macao Electric	\$182 buy.
Telephones (old)	\$6.90 buy.
Do.	(new) \$6.80 buy.
China Buses	Tls. 114 buy.
Singapore Tractors	\$12 nom.
Do.	(new) \$17.60 buy, 18/3 sel.
Standard Lights	\$5 nom.
China Sugars	\$24 nom.
Malayan Sugars	\$234 buy.
Canton Ice	\$34 nom.
Cements (combined)	\$10.10 buy, 10.15/25 sa.
Do.	(old) \$7.80 nom.
Do.	(new) \$14 buy.
H.K. Ropes (old)	\$7.80 nom.
Do.	(new) \$7.85 sel.
United Asbestos	\$5 nom.
Dairy Farms	\$211 buy, 22 sa.
Watsons	\$18.20 nom.
Der A Wings	\$20 etc. buy.
Lane Crawford	\$3.05 nom.
Mackintosh	\$20 nom.
Sincere	\$24 buy.
Wm. Powells	\$3.55 nom.
H.K. Amusement	\$3.51 sel.
H.K. Construction	\$14 nom.
H'que Indus. G. & B. Indus.	\$87 buy.
H.K. Govt. Loans	\$4 1/2 prem. sel.
buy - buyers; sel - sellers; sa - sales;	nom - nominal

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUSSIA, Jan. 7th.	
Paris	124.05
New York	4.85 5/32
Brussels	34.59
Geneva	26.10
Amsterdam	12.07
Milan	92.80
Berlin	20.39
Stockholm	18.13
Copenhagen	18.19
Vienne	334 1/2
Prague	192 1/2
Helsingfors	192 1/2
Madrid	29.725
Lisbon	108
Athens	375
Bucharest	807 1/2
Rio	5 28/32
Buenos Aires	47 1/2
Bombay	1/8 1/16
Shanghai	2/7
Hong Kong	2/0 1/2
Yokohama	1/10 23/32
Silver (spot)	26 7/32
Silver (forward)	26 1/2

THE BOYCOTT MOVEMENT.

PHILIPPINES NOT AFFECTED.

Manila, January 8th.—While China's anti-Japanese boycott is severely affecting Japanese trade in Siam, Java and other tropic and South Sea countries, the Philippines are getting off easily and Japanese goods continue to find ready entry and sale, the United Press learns from a high Japanese official source.

This is believed to be due in large part to the fact that the Philippines Exclusion Law has kept Chinese coolies out of the islands. Incoming freights are not, as elsewhere in many Far East ports, hampered by Chinese workers.

The Japanese believe, on a basis of their experience here and elsewhere, that it is largely upon the presence or absence of these Chinese workers that the effectiveness of a boycott depends. Where there are coolies who will decline to handle Japanese goods, the boycott clamps down hard; where the effectiveness of the boycott is strictly up to the Chinese merchants themselves, their canny business sense asserts itself and they handle Japanese goods as usual if there is a good profit to be made.

Although leaders of the Chinese community here, including the newly-arrived Consul-General H. K. Kwong, are endeavouring to stimulate importations of Chinese manufactures instead of goods from Japan, Japanese experts declare that the Chinese merchants still find their best profit to be achieved through handling Japanese goods.

Chinese industry is still in a relatively primitive state, it is pointed out, and not many of the necessary commodities are to be had from China.

While Japanese cotton goods and other products continue to arrive in considerable quantities, Japanese matches are being rather heavily affected by the boycott. In addition to the fact that there is a growing Chinese match-manufacturing industry (utilizing largely Japanese raw materials, it is said), there is one rather extraordinary cause for this, according to Japanese informants.

It appears that many of the Japanese matches sold here come from a company in which the Japanese Premier, General Baron Tanaka, is largely interested. Baron Tanaka is a special target for Chinese animosity, as he is responsible for the aggressive policy in China to which the Tsinanfu incident and other objectionable episodes are attributed. Therefore, by boycotting Japanese matches the Chinese are widdling the Philippines feel they are striking personally at their chief foe!

Manila has some 2,000 Japanese residents, and there are about 60,000 Japanese in the island. They import approximately \$1,000,000 worth of goods from Japan annually. Many are connected with forestry and plantation development work in the large and undeveloped island of Mindanao, and fruits of this toil will begin to appear before long, although for the present many of their enterprises are being operated at an initial loss.

The Japanese are orderly and well liked by other residents of the islands, even the Chinese, so that to develop few clashes with them.

LABOUR MARKET IN SOUTH FRANCE.

PEASANT "SELL" THEMSELVES FOR A YEAR.

Saint Etienne (France), Dec. 10th (U.P.).—From the highland pastures and farms of the Auvergne are gathering here, to-day, hundreds of little shepherd girls, boy cattle herders and grizzled bearded farmhands ready to step on the block to-morrow to be auctioned off to the highest bidder at the annual farm labour auction. Excited peasants, little bags of coins in their hands, stand around talking excitedly, pinching the biceps of the farmhand or running their hand over the calves of the shepherd girls as they size up the auctioned labourers and bid accordingly.

So great is the shortage of labour in France that there will be five bidders for every labourer who is seeking a year's work. Tradition has it that every year on the day after Christmas, the farm workers who are dissatisfied with their present jobs shall come into Saint Etienne and go into the auction.

The peasants bid for the kind of help they need. They buy the services of the labourers and pay in advance. The sum of the auction is held by the auctioneer until the end of the year, then, after extracting a good commission for himself, he turns over a lump sum to the worker.

In recent years, since there has been a shortage of labour, the peasants have sought to make their bids more attractive by offering as side lines certain holidays, meat twice instead of once a day, a litre more of wine per week or even a share in the farm profits.

(Continued at foot of next column.)

\$15,000,000 BID. FROM AMERICA.

OFFER FOR GREAT BRITISH PIONEER ENTERPRISE.

7 1/2 PER CENT. YIELD.

Another attempt is being made by American interests to acquire from this country one of its great pioneer enterprises in South America, says the Daily Express. The company is the United River Plate Telephone Company. It was founded in 1888, and has an issued capital of \$3,280,000.

Twelve pounds is being offered for each £5 share. This represents approximately £13,000,000.

Unattractive Offer.

The offer is not attractive, and should not be accepted by shareholders. Shareholders should consider the following facts:-

The company has for many years paid regular dividends of 8 per cent. tax free (equivalent to 10 per cent. less tax).

Shareholders have also received bonuses in the shape of rights to subscribe for new shares at par, distributed with consistent regularity since 1904. For the past seven years alone these rights have been equivalent to an extra 6 1/2 per cent. per annum.

These bonuses are tax free, and are the equivalent, calculated on the present rate of tax, of nearly 8 per cent. less tax, per annum. This calculation assumes that the shareholder immediately sells the rights on the market.

The dividend, plus the cash equivalent of the rights received by the shareholders over the last seven-year period, actually amounts to over 15 per cent. less tax, per annum.

On this basis the shares at the price of the offer give the new purchasers a yield on their money of, roughly, 7 1/2 per cent.

High Yield.

It would be difficult for the British investor to purchase any other stable public utility share on which such a high yield could be secured. Not only is the company's present position immensely sound, but it has enormous possibilities. Its earnings should be considerably increased by reason of decreased costs.

Already the city of Buenos Aires has been converted to automatic telephones to the extent of 80 per cent., and when the process is completed the saving in operating costs is estimated at not less than \$300,000 per annum, or another 3 1/2 per cent. in dividends.

The United River Plate Company has a splendid property. It covers the principal towns of the Argentine, and is rapidly extending its local as well as its long-distance connections. The Argentine is a rich, rapidly growing, and friendly country, and telephonically speaking, it is undeveloped.

In the past five years the market value of the company's shares has doubled in value, and holders should consider seriously before parting with shares in the company, however genuine the assurances of the buyers. Such action might in time deprive British industry of an important purchaser of telephone equipment.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY G.O.W. ON 300 METRES.

TWO GUIGNOL THRILLERS.

1.48 p.m.—Weather Report.

5.30 p.m.—to 6.30 p.m.—Demonstration Programme.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme.

(H.M. and Victor Records).

The Hair, (Related by Bewick Rolland).

10 p.m.—News Bulletin. H.M. and Victor Records.

The Monkey's Paw (Related by Bewick Rolland).

Dance Music.

10.30 p.m.—Close down.

The provisions of the rental specify that all of the auctioned labour is to be well housed with a clean, warm, dry place to sleep. The men are given a new suit of clothes and girls a good dress, as part of the bid.

The labourers make this event a sort of annual fete. Flush with their year's wages in their pockets, they dance and sing during the week before and after the auction. It is their annual spree. Every year romance buds for some of the shepherd girls or boy herders and not infrequently a dozen marriages result.

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SIR?



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should I

drink?

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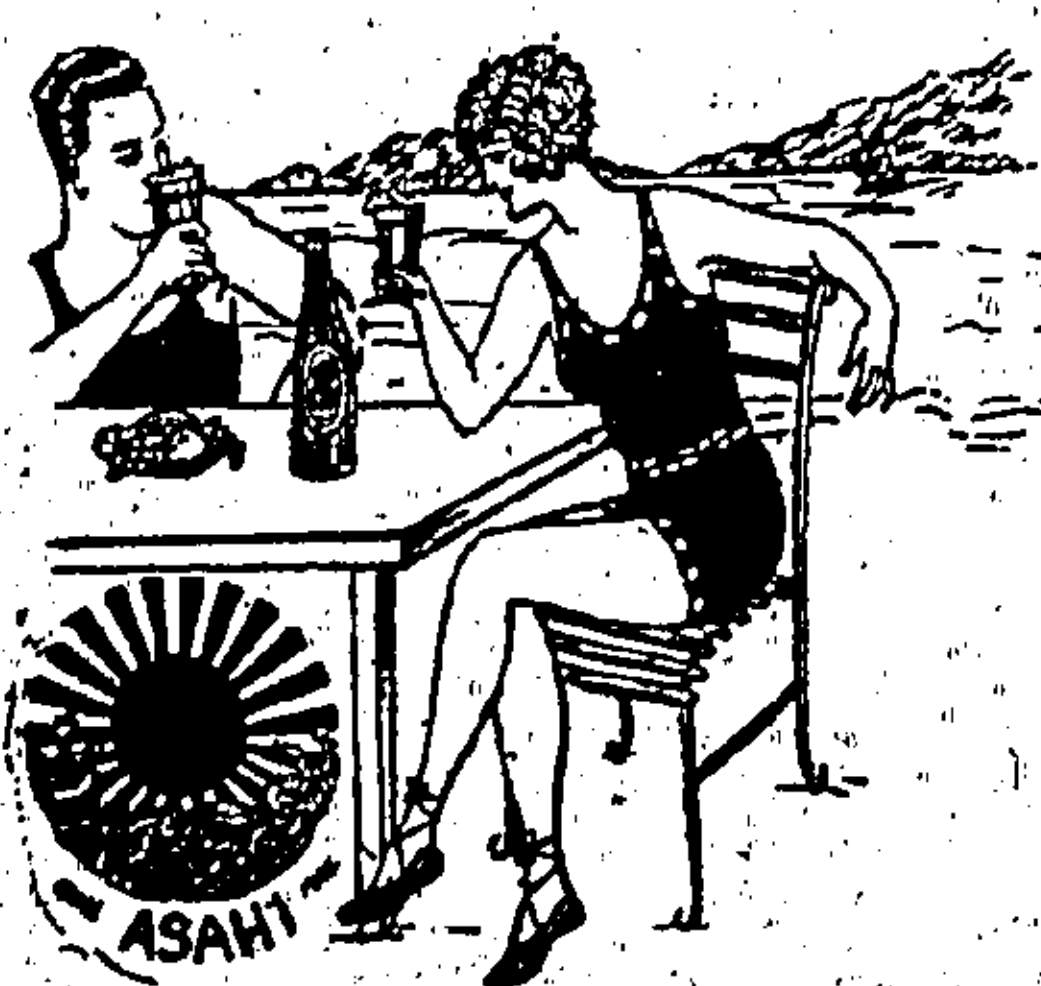
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on the
Packet



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Sun-Maid
Seedless
Raisins

SLUMS DENOUNCED.

BISHOP OF LONDON'S MANIFESTO.

"HOUSING SUNDAY."

A remarkable letter on the slum scandal has been written by the Bishop of London, to be read in all churches on January 6th.

Extracts are as follows:—
"Houses that are absolutely unfit for habitation are as great a danger to public health as food that is absolutely unfit for consumption, and it is the duty of the public authority to use its existing powers to condemn and demolish them or find alternative accommodation."

"In order that Christian sentiment in my diocese may be roused to put an end to this disgrace, I request that every incumbent, whatever the social conditions of his parish, shall read this pastoral letter on the morning and evening of the first Sunday in January, and shall set apart Sunday, January 13th, as 'Housing Sunday.'"

The Bishop of London's Housing Committee states that at the last census between 600,000 and 700,000 people in London were living overcrowded to the extent of more than two to a room, and of these close on 150,000 lived more than three to a room.

"Housing trusts and utility societies have built some three thousand houses; these are inhabited by the poor. Their number is, however, so trifling that it is idle to look in this direction for a solution of the housing problem."

"No Tenants Hopeless."
"These 3,000 houses confirm the lesson taught, in a previous generation by Miss Octavia Hill—that no tenants should be abandoned as hopeless. Only a very small percentage fail to respond to a better chance if they get it."

"Out of twenty-eight borough councils in London, fifteen have done nothing to build new houses or launch slum schemes for the last seven years. To a great extent the Housing Acts have been a dead letter."

"Millions of money are spent—to a great extent wastefully—on rheumatism and tuberculosis, which are typical slum diseases. Prevention would be better and cheaper than cure."

(Continued on next column.)

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPERINTENDENT OF POLICE.]

Police Training School.

Classes for Police Reservists will be held as usual on Tuesday, January 8th and 15th, at 6 p.m.

Chinese Company.

TRAINING.

The following members of the Chinese Company have been passed out as efficient in Part I:—

Constables R. Wong Chung, R. T. K. Chai, R. Frank S. Y. Wong, R. Wai Hin Shing, R. Chan Hon Wing, R. S. Leung Ping Tsung, and R. S. Young Jacman.

SIGNALLING.

The Signalling Squad will attend at the Company's Headquarters for instruction in Morse and Semaphore under Mr. R. C. Wilson on Tuesday, January 8th, at 8 p.m. and Thursday, January 10th, at 8.45 p.m.

(Continued on next column.)

"Every penny of the income tax brings in five millions sterling. It is estimated that slums and overcrowding together could be almost, if not completely, eliminated for a few additional pence of income tax. No estimate, either, need or can be made of what would be saved in the process in the way of human life."

Reasonable Repair.

"It is untrue that property is 'confiscated' under any of the Housing Acts, and it is quite fair that the landlords who draw the rents should be forced to keep property in reasonable repair."

"Every single insanitary house in London is under the responsible care of a duly appointed public authority armed with the duty of enforcing sanitary regulations."

"Wholesale neglect of public health law is the direct cause of sacrifice of infant life, and causes permanent physical impairment."

"Overcrowding is the direct cause of injustice, misery, discontent, degradation, degeneracy, and loss of Christian faith. Slum landlordism only exists because existing circumstances make it financially attractive."

"It is not enough to point to the palpable and culpable failure of landlords and borough councilors. The ratepayers—that is, we ourselves—control them both."

(Continued on next column.)

CINEMA NEWS.

"THE WAY OF ALL FLESH" AT THE QUEEN'S.

Emil Jannings, who has been described as the screen's greatest emotional actor, will be seen in "The Way of All Flesh" at the Queen's from today to Saturday. Jannings appears as a home-loving man, who is sent by his employers to Chicago. There he meets a beautiful adventuress, who plays upon his vanity. After a mad night in drunken revelry, he finds that his mission has become known and that his money is gone. The cast includes Belle Bennett, Phyllis Haver and many other screen notables.

"FIRST AID TO THE INJURED."

Class for instruction in First Aid will be held at the Company's Headquarters on Wednesday, January 9th, at 5.30 p.m. sharp. Lecturer: Dr. T. P. Woo, M.B., Ch.B., Edin., Divisional Surgeon of the St. John's Ambulance Brigade.

INSPECTION PARADE.

All ranks of the Chinese Company are reminded of the Monthly Inspection Parade to be held at Central Police Station on Thursday, January 10th, at 5.30 p.m. sharp. For details, see last week's orders.

Indian Company.

PARADE.

Members of the Indian Company are reminded of the parade to be held at the Central Police Station on Tuesday, January 8th, at 5.30 p.m. sharp.

Flying Squad.

The next instructional patrol of the Kowloon Section will take place on Tuesday, January 8th. Fall in at the Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform.

The first weekly instructional patrol of the Hong Kong Section will take place on Thursday, January 10th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform.

Sharpshooters' Company.

SPECIAL INSTRUCTION.

On Monday, January 14th, and on succeeding Mondays a parade will be held at Police Headquarters at 5.30 p.m. at which instruction will be given in the new baton drill and "Defendu." All members who can do so are urged to attend. Uniform optional.

(Sd.) D. L. King,
D.S.P. (R.).

Hong Kong, January 8th, 1929.

A MOVING PICTURE THAT MOVES!



SPECIAL ATTRACTION
PROF. OTTO HARTRATH
"SINGING SAW"
AT THE QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A STRIKING STORY OF THE UNDERWORLD!



AT THE WORLD TO-DAY & TO-MORROW
At 5.15 & 9.20 only.
2.30 & 7.15—The Chinese Picture, "The Four Emancipators."

THE WOMAN'S CORNER.

BEAUTY CULTURE.

PREPARATIONS FOR EVENING AFFAIRS.

The best preparation for a late night is undoubtedly a long siesta in the afternoon, but how many of us can indulge in this?

Every woman wishes to be her most charming and congenial in the evening, and perhaps the easiest way of accomplishing this, in these strenuous days, is to spend an hour in the chair of a reliable beauty specialist. I defy anyone to refrain from feeling relaxed, soothed, stimulated and refreshed (this is the order in which these sensations should strike you) under the touch of skilful fingers, cool lotions, and fragrant scents.

But this is a luxury which may easily cost too much in time, money, or both, and in this case there is much that may be done in one's own room in anything from twenty to sixty minutes.

The first thing to apply is plenty of cold cream. This is patted all over the face and neck and then removed with the soft tissues sold for the purpose, or soft clean squares of butter muslin. The effect of this is to remove the applied make-up and acquire dust and grime of the daytime hours, and to soften and prepare the skin for the next steps.

A Mask.

If you are feeling and looking more than usually tired and rather lined you may use a home-made mask of beaten white of egg, painted on the face with a camel's hair brush and left there for twenty minutes while you rest; or, you may use one of the many creams specially made for a quick toning up of the skin and muscles; or you may simply pat in a reliable skin food all over the face and neck, putting it thickly over such lines as may be trying to make their mark; apply a pad of cotton wool wrung out in boracic lotion over each eye, a bleaching cream to the hands, and a hot-water bottle to the toes (if these are at all cold).

The Value of Rest.

Then rest in a completely relaxed position on your bed in a dark room for as long as you can. Fifteen minutes is better than nothing. An hour in four times as good.

The last treatment is the removal of the cream; and then a brisk slapping all over the face and neck (Continued at foot of next column.)

BLOUSE AND SKIRT INVADERS THE EVENING MODE.



Two quite new aspects of the evening mode are shown in the sketch. The sketch figure is wearing one of the blouse and skirt ensembles that have created so much interesting controversy in Paris.

The blouse is of white chiffon over silver lame, and has a distinctively cut front which continues into a collar scarf.

The skirt is cut on interesting lines, which disclose the very unusual nature of the material from which it is made—black velvet with a rather long pile woven on silver lame.

Brown & Beige for Evening Wear.

The other gown has the symmetrical corsage which is a feature of many of the smartest models. It is of dark brown ring velvet and forms a yoke to the skirt of beige tulle covered with brown velvet spots in graduated sizes.

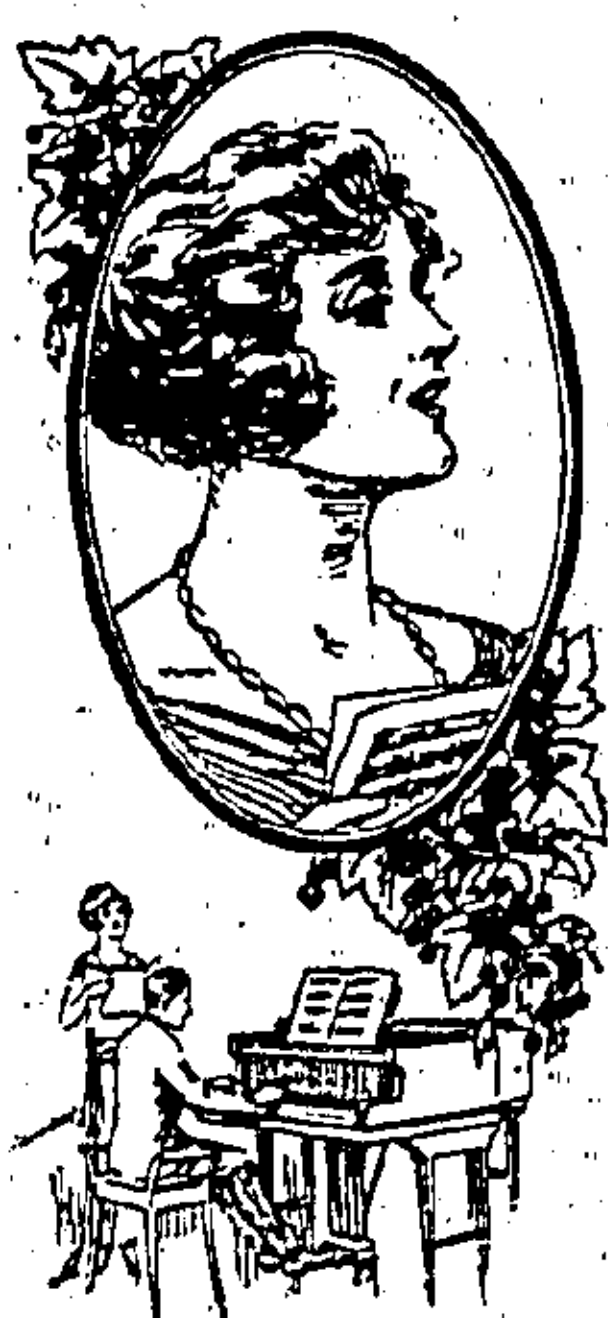
with a pad of cotton wool which has been dipped in astringent lotion. The colder the astringent lotion the better the effect, but don't use ice on your face without expert advice. It does not suit every type of skin.

Sparkling Eyes.

Do not forget to give your eyes a bath in an eye cup, and do not forget to see that your eyelashes are free from powder when you have finished dressing your face. White hair can be charming on the head, but it makes a very bad frame for the eyes.

SPARKLING GOWN.

A new evening gown of pale beige silk lace reveals a novel and charming glimmering in the form of diamond drops and tiny gilded pearls, sewn at intervals all over the material. The tiny jewels, catch the light and sparkle brilliantly, and give the appearance of shining through the lace. The gown is made on long lines with a soft swathing of lace at the waist, caught with a gold and diamond buckle, and the long skirt dips almost to the ground at the back.



To Keep you in Voice

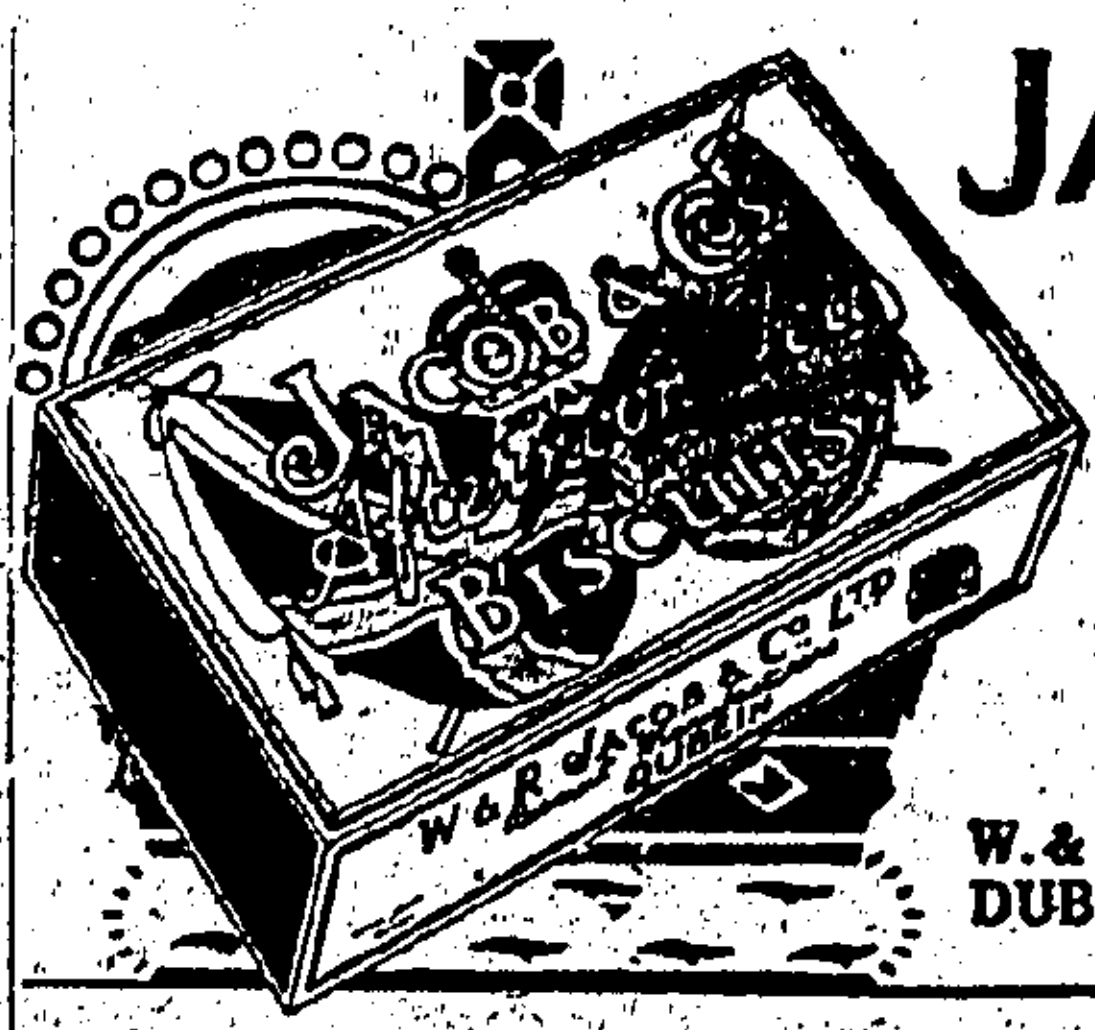
Every singer and public speaker knows the necessity for keeping the voice clear and resonant. It is not necessary for this purpose to use lozenges and pastilles containing drugs, which must be used with caution, and which are often objectionable in their taste and odour.

The use of black currant juice is one of the good old-fashioned tonics for the voice. The "Allenburys' Glycyrrhine and Black Currant Pastille" is the modern way of using this invaluable and time-honoured remedy. These pastilles have a delicious flavour and may be taken freely without causing any harmful effect.

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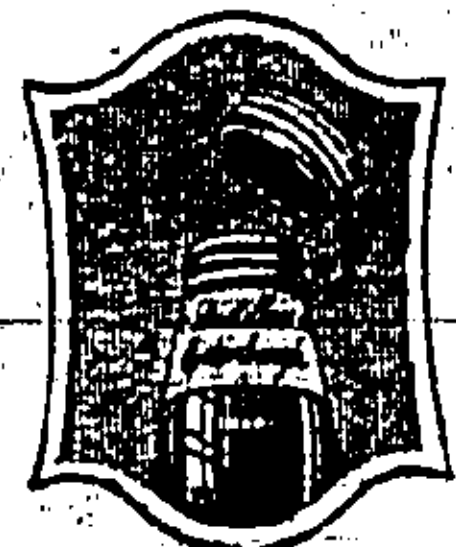


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CALL AND INSPECT
WHITEAWAY, LAIDLAW & CO., LTD.

GIVEN TO THE WOLVES.

SUFFERING CHILDREN IN
THE NORTH.

MISSIONARY'S EXPERIENCES.

Graphic stories of the conditions existing among the poorer classes in the famine-stricken areas of Mongolia and Northern China were related to a Daily Press representative by the Rev. E. Dieltiens, a Belgian Catholic missionary, who has just arrived in Hong Kong on his way to Manila. Mr. Dieltiens has laboured for many years among the various Catholic missions in various parts of China.

Quite recently, a mission under Mr. Dieltiens' control in Fengtien was attacked by armed bandits. The doors and gates of the mission were hurriedly closed and, led by the missionary, the inmates took up positions of defence. Observing that their attack was likely to be opposed, the bandits hesitated to make a concerted rush. Finally their leader, an ex-officer of the renegade army, overcame the hesitations of his followers and the whole band, numbering over fifty, charged upon the little station firing revolvers and rifles, brandishing knives, and creating the usual din attendant upon this type of raid.

The defenders fired a round of shot from four rifles over the heads of the raiders whose "Dutch" courage suddenly departed when they found that the Church was indeed a Church Militant when lives were at stake. They turned tail and fled leaving the Mission unharmed.

Unfortunately, however, Mr. Dieltiens sustained a serious injury to his right eye through his rifle bursting when he fired his first shot. The rifle was a new one of German manufacture. Local doctors did all in their power to save the sight of the eye but in vain, and the missionary decided to visit specialists in Europe. The specialists could give him no hope of regaining the lost sight of the right eye.

Nothing daunted, Mr. Dieltiens has returned again to the scenes of his earlier labours. His stay at Manila may only be a matter of a few days' duration, after which he will leave to visit several missions in the famine areas.

Looters—Crim—Guardians.

According to our informant, drastic methods are resorted to by the peasants to counteract in every possible way the ravages of the famine. Very frequently the missionaries find numbers of young children who have been turned out into the snow by their parents to starve to death or to fall the prey of wolves. In cases where it is possible to locate the parents, legal action is taken. The parents hold the view that their actions are justified by circumstances.

"I have rice to feed four mouths and have nine children," said one father. "What could I do but turn out those extra mouths in order to save the lives of those who are left?"

Such an attitude is indicative of the terrible conditions existing in the North. It is no cause for wonder that disease is rife.

Traders from Turkestan are taking full advantage of the helpless plight of the peasants and hundreds of young girls are being bought into slavery and worse for practically mere handfuls of rice or trawls articles of clothing.

Mr. Dieltiens does not speak very highly of the Chinese troops who are supposed to maintain law and order.

"To-day," he said, "a party of soldiers will be guarding a village. To-morrow they may turn rebel, loot the village, murder many of its inhabitants, and attack the mission. We send for help and are told that troops will be sent to our assistance. The new troops arrive and straightway the rebels join them. It is often the case that, after a few days, the newly-arrived troops will turn rebel. There appears to be no form of government or control sufficiently strong to prevent this sort of thing from becoming only too common."

Mr. Dieltiens says that he has come to regard his work as one of the most sacred tasks that could be given to any man. Despite frequent disappointments and setbacks, he will be pleased to resume his labours in Northern China in the near future.

IMPORTANT SHIPPING CASE.

WHEN IS AN OWNER NOT AN OWNER?

SHIP WHICH WAS "ARRESTED."

A case of some importance to ship owners was concluded before the Chief Justice (Sir Henry Gollan) yesterday, when Cheong Wo & Co., 133, Des Voeux Road Central, claimed \$3,077.81 against the s.s. Poo Tye, owned by the Tye Sing S.S. Co., 140, Des Voeux Road West, for necessities supplied to the ship.

In the course of evidence it was stated that the Portuguese Government was interested in a scheme to link up Macao and Timor in the East Indies by means of a mail steamer service.

The defence submitted that the ship was under charter for twelve months to the Sino-Portuguese Company who were, therefore, responsible for the goods.

Mr. H. G. Sheldon, instructed by Mr. F. H. Loseby, of Messrs. Russ & Co., Ltd., appeared for the plaintiff firm, and Mr. C. G. Alabaster, K.C., appeared for the defence.

At the previous hearing, counsel for plaintiff submitted that the writ was issued in July of last year and the ship was "arrested" on the same day.

Mr. Sheldon said that on March 15th of last year, a man named Che Chung, a "runner" for ships' captains, called at plaintiffs' shop where he interviewed Tsui Piu Chuen the assistant manager. The "runner" said he had been sent by the European captain of the Poo Tye to obtain stores to the value of \$75.15. After some conversation it was agreed that the goods be supplied and they were sent to the ship in the charge of Chan Ng, an assistant of the plaintiff firm. This assistant returned from the ship with the receipts signed by the Chief Officer, Wong Kai Ying.

Looked To Captain For Payment.

On the next day, further stores were obtained in a similar manner and on March 17th Che Chung called again saying he had been sent by the Captain to obtain engine room spares. Tsui Piu Chuen spoke to the general manager about the large order which Che Chung put forward after obtaining a small number of spares. The general manager agreed that the parts could be supplied and the vouchers were returned to the firm signed by the Chief Officer.

More spares were ordered on March 20th and the vouchers for these goods were signed by the Chief Engineer, Leung King.

Continuing, counsel said that on that same day Che Chung requested a list of accounts to be rendered in English. This was done and the list was returned signed by the master.

Further spares were requested to be supplied on March 23rd and the assistant manager was told that the ship was going to Macao. Che Chung asked that the vouchers be made out to the Sino-Portuguese Navigation Company. Tsui had not heard of that company before and he was under the impression that they were the Hong Kong agents for the Poo Tye. The vouchers for this supply had not been returned.

Later, Tsui found that one set of vouchers for engine room spares had been included in the list so that plaintiffs still had possession of them.

In evidence, Tsui said he had credited the goods to the ship. He looked to the Captain for payment.

Linking-up Macao With Timor.

Cross-examined by Mr. Alabaster, witness said he had done previous business with Che Chung in connection with other ships. He could not say if Che Chung was still in Hong Kong. He was not aware that the Portuguese Government was subsidising the ship with a view to establishing regular mail communication between Macao and the Portuguese Colony of Timor.

Chang Ng, an assistant of plaintiff firm, said the ship sailed from Hong Kong to Macao in ballast. He knew nothing about its going on a lengthy voyage.

A Case To Answer.

Opening the case for the defence yesterday, Mr. Alabaster submitted that plaintiffs had failed to prove that the master was employed by the owner or by the charterers, nor had they proved any contract with defendant, expressed or implied.

His Lordship did not concur with this view but observed that a *prima facie* case had been made out and that the onus was upon the owner to prove that he did not employ the master.

Mr. Alabaster said that the person who supplied the necessities ought to enquire whether the master of the ship was employed by the owner or the charterers. If the latter was the case, then he should enquire what were the terms of the charter.

His Lordship overruled the submission of the defence and held that the fact of the order for the supply of the necessities given by the Captain having been proved, and the ownership of the vessel having also been proved, there was *prima facie* evidence of the employment of the Captain by the owner. Mr. Alabaster further submitted that he had a substantial defence on the merits of the case. His Lordship granted him leave to comment on the case for the plaintiffs.

Counsel expressed the view that plaintiffs had never looked to the owner either as an individual or a firm for payment for the goods. Plaintiffs had shown by their own evidence that they received the orders from a stranger, Che Chung and it had not been alleged that this man was in any way connected with defendants. When the bill came to be submitted, the "runner" disclosed the name of his principal, the Sino-Portuguese Navigation Company before the ship sailed from Hong Kong and plaintiffs then made out the bill against that company. Therefore, went on counsel, the evidence showed that the master was the agent of the charterers.

An Unlucky Venture.

Defendant, Mr. Chan Tsan Yuk, purchased the ship in February, 1928, and formed a partnership with a man named Li Pak Chuen to manage the Tye Sing S.S. Co. to run the vessel. Defendant invested \$25,000 and his partner \$15,000 into the managing company which received 5 per cent. commission. The Macao Government was prepared to subsidise the project and Captain H. Carneiro was also interested in the scheme.

Concern Of Charterers And Macao Government.

Giving evidence after the *tiffin* adjournment, Mr. Chan Tsan Yuk said the Sino-Portuguese Navigation Company chartered the Poo Tye for \$4,500 per month. He alleged that he had received \$4,400 "at the outside" from the charterers. They had paid a first deposit of \$2,000 and a month later, he had received a further \$2,400.

The ship was in good condition but certain structural alterations had to be carried out in order to fit the vessel for the work she was required to do. It did not concern him that there was still about \$10,000 unpaid for the alterations. That liability was the concern of the charterers and the Macao Government. He had no evidence to prove the latter statement; it was only hearsay but he thought it was true.

He alleged that he handed over the ship to the charterers a day before the charter was actually signed. He did not authorise Captain Carneiro to make any purchases from the plaintiffs. The Sino-Portuguese Navigation Company was in liquidation. The company had had a short life. The company's \$51,000 capital had been "split up." The Captain was not in his employ when the necessities were purchased from the plaintiff firm.

The Decision.

Giving his decision, His Lordship observed that Mr. Chan Tsan Yuk had been the sole owner of the ship but the company had been formed to run the vessel. Some time in February last, while defendant was away on holiday, his partner was approached and the idea was suggested that the ship be chartered by Carneiro who arranged with the Macao Government to run the Poo Tye as a mail ship. For the purpose of making her fit to carry out the work required of her the Macao Government made arrangements for the ship to be handed over to Captain Carneiro for the necessary alterations to be made, and some of the required alterations were suggested by the Chief Harbour Master of Macao.

It was quite clear that the ship was chartered in March of last year and placed on the ship. Although the goods had been ordered before the actual signing of the charter, the ship had been handed over in order that the alterations could be made and defendant had received a cash deposit in connection with that business.

The mere ownership of the vessel was not enough to involve the owner in any liability incurred in an action of this kind. It must first be proved that the Captain was the agent of the owner, and the plaintiffs must establish that fact. There was no evidence on that point before the Court.

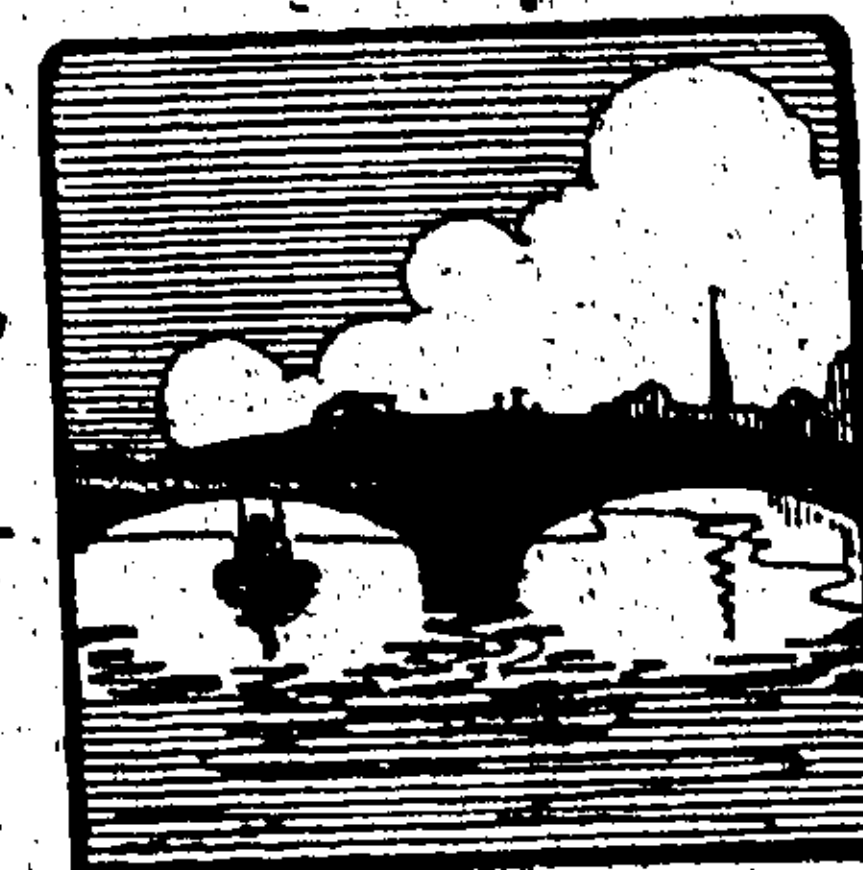
Counsel for plaintiffs had suggested that the fact that the Captain was on the ship for some time prior to the signing of the charter with the consent of the owner made the owner liable. If he accepted that view, then Carneiro was not the owner's agent because the defendant had never appointed him as such. The Captain was merely on the ship to superintend the carrying out of the alterations and it had not been proved that defendant was himself liable for those alterations.

"I regret that plaintiffs will have to suffer for applying the articles," concluded His Lordship.

Judgment with costs was entered for defendant.

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THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

NANKING'S PROPOSED LAND LAWS.

LEGISLATION TO CARRY OUT DR. SUN YAT SEN'S
DOCTRINES.

BEING CONSIDERED BY THE NATIONALIST GOVERNMENT.

The proposed land laws which the Nationalist leaders are considering contain several far-reaching suggestions. Land-owners will be obliged to register their holdings, stating the value they attach to them. The Government, it is proposed, will then revalue them and collect the taxes on their own valuation, while the owners' valuation is to be the basis for compensation in the event of the property being taken over by the Government.

With regard to the land tax it is stated that the general opinion favours the imposition of one per cent.

It is also suggested that at present one-third of the unearned increment on land should be collected in the event of its changing hands, this ultimately to be increased to 100 per cent.

Taxation on houses is to be light—one-half of one per cent. The Government will be empowered to buy land for national defence or public utility, while certain non-profit making institutions will be relieved of taxation.

Nanking, December 30th.—At a recent Central Political Council meeting, Mr. Hu Han Min, Chairman of the Legislative Yuan, brought up for discussion the draft land laws.

These land-laws will probably be the most important and revolutionary legislation to be adopted by the National Government.

Value The Basis Of Taxation.

Land-tax is to be collected in accordance with the value of the property. When the land-owners register at the Government Land Office, they are to state the value of their land. The Government authorities will revalue their land and will collect taxes according to the land-values estimated by the Government. If it considers necessary, the Government may take over land owned by private individuals and compensate the latter in accordance with the registered values stated by the owners, not the Government valuation. It follows that if owners over-value their property, they have to pay higher taxes, and if they undervalue it, the Government will either collect taxes according to its own estimates or take over the land.

A question of considerable debate among the leaders of the Party and Government has been whether or not the Government should levy a land-tax as high as 10 per cent. It is believed that unless the Government collects such high taxes, the value of land can never be so brought down so that almost any person can own land and that speculation will be checked. The majority of the leaders, however, are in favour of light taxes in the beginning, proposing that they be gradually increased as time goes on. It is the general opinion that one per cent. is a reasonable rate, as a radical increase may result in stiff opposition and may not fit in with the economic condition of the country at the present moment.

DUTCH WARSHIP'S VISIT. THE JAVA TO STAY SIX DAYS.

Rear-Admiral A. ten Broeke Hoekstra, Commander-in-Chief of Her Netherlands Majesty's Naval Forces in Netherlands India, and Head of the Naval Department, is due to arrive in the Colony on H.M. cruiser Java to-day. The ship is under the command of Captain A. F. H. Dalhuisen. She went to Japan in connection with the coronation of H.I.M. the Emperor of Japan and she was one of the foreign men-of-war attending the

naval review given in honour of the occasion. She is now on her return trip to Java.

We understand that this visit, which is to last six days, has been pre-arranged with the Hong Kong Government and that the Rear-Admiral will, on landing at noon, be welcomed by the Aide-de-Camp to His Excellency the Officer Administering the Government at Queen's Pier. A guard of honour will be in attendance. The party will then proceed to Government House, where the two officers will be received by H.E. the Hon. Mr. Southern, C.M.G.

CEMENT FACTORY
FOR CANTON.DANISH AND GERMAN
FIRMS TENDERING.

\$2,000,000 SCHEME.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Jan. 8th.

To meet the growing demand in the Province for cement for building purposes the Kwangtung Government has decided to open up another factory at Yin Tak on the North River. The Yin Tak site has been selected owing to the proximity of raw materials and good transport facilities. It is easily accessible both by water and the Canton-Hankow Railway and the hills in the vicinity of Yin Tak abound with the purest gypsum and lime stone, two essential ingredients of cement.

Fong Tsou, opposite Shamen, was considered. But was finally given up in favour of Yin Tak.

Mr. Ma Chiu Tsou, Commissioner of Reconstruction, in an elaborate report submitted to the Provincial Council last week stated that there was a real need for another cement factory in Kwangtung.

"Cement," he said, "is by far the most important building material in modern times. Kwangtung consumes on the average 3,000 barrels of cement per day. As we have just entered the Period of Political Tutelage, which also means material development, the daily consumption is expected to increase. The present output of the Kwangtung Cement Factory in Honam is only about 400 barrels a day, and is not nearly enough to meet the demand. Other Chinese cements enjoying a good market in Kwangtung are the 'Horse Brand' of Tong Shan, the 'Tai Shan Mountain Brand' of Shanghai, and the 'Elephant Brand' of the Province. Though of excellent quality, the output of all these factories together is not sufficient to meet the demands of Kwangtung. These conditions clearly show the necessity for another cement factory in the Province."

It is not yet known whether the wet process or the dry process will be employed. The wet process is more general but though it has its drawbacks it is most likely that it will be used.

Whichever process is decided upon the factory will be equipped with modern machinery including large revolving kilns, steam turbines, electric motors and up-to-date devices for the elimination of dust.

NEGOTIATIONS IN
PROGRESS.

The total cost of the construction and equipment of such a factory will be in the neighbourhood of \$2,000,000 and negotiations are already in progress between the Provincial Government and two foreign firms, the F. L. Smith & Co. of Copenhagen, whose Far Eastern Head Office is in Tokyo, and the F. Field & Co., a German firm in Canton.

According to the F. L. Smith & Co., the total cost for the construction and equipment of a plant with a daily output of 400 barrels of cement is \$1,250,000 or approximately \$1,250,000 Hong Kong currency, of which \$734,950 is for machinery. The estimate submitted by the F. Field & Co. is somewhat lower, being only \$925,000 Hong Kong currency for an output of 400 barrels a day. But the latter estimate is not so detailed as the former nor does it give diagrams.

DR. CHU TALKING IT OVER.

Dr. Chao Hsin Chu, Commissioner for Foreign Affairs of Kwangtung, has been instructed by the Provincial Government to talk the matter over with the Danish Company. Mr. Hansen, Danish Consul at Hong Kong, went to Canton on January 2nd, partly on behalf of the F. L. Smith & Co., and partly to pay an official visit to the new Chairman of the Provincial Government, General Chen Ming Shu.

The Danish Consul and Dr. Chu and Mr. Ma have already had several conferences with regard to the project. Everything appears to be progressing smoothly and the Government plan is expected to materialize before very long.

Mr. T. Rig-Nielsen, the Company's representative, for Japan, has left Tokyo for Canton for the purpose of completing the transactions. He is expected to arrive in Canton by the 10th of this month.

The scheme was first mooted by Marshal Li Tsai Hsin and Dr. Chao Hsin Chu several months ago. The two men have given the matter a lot of thought and the scheme is a clear indication of the Government's desire to develop home industries.

A MAN IN GREAT REQUEST.

DR. CHAO HSIN CHU OF
CANTON.GOING TO NANKING NEXT
MONTH.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Jan. 7th.

In spite of persistent rumours to the contrary, Dr. Chao Hsin Chu, Commissioner for Foreign Affairs of Kwangtung, is not to leave Canton for Nanking at least for the time being. In conversation with our correspondent at the Foreign Office this morning Dr. Chu said that it is true that he had received a telegram from Dr. C. T. Wang, Minister of Foreign Affairs, inquiring whether or not he was going to Nanking with Marshal Li Tsai Hsin who left here a few days ago.

The personal counsel and advice of Dr. Chu were very much in request at Nanking but the Kwangtung Foreign Commissioner has been so busy in Canton that he has not been able to take the trip.

Since General Chen Ming Shu became Chairman of the Provincial Council, Dr. Chu has been exceptionally busy. The Foreign Commissioner is also a member of the Provincial Council, and wishes to remain in Canton to help the new regime with its diplomatic and administrative problems and Gen. Chen is particularly anxious that the Foreign Commissioner should not leave Canton for the time being at least. However, Dr. Chu hopes to go to Nanking again next month if possible. He has wired back to Dr. C. T. Wang at Nanking to this effect.

CORRESPONDENCE.

AVIATION IN CHINA: WAKE
UP HONG KONG![TO THE EDITOR OF THE "HONG KONG
DAILY PRESS"]

SIR,—In the past the Press have been so kind in drawing attention to the aviation requirements of the Colony that I have little hesitation in requesting you to grant space to this letter.

Yesterday, you published a report of the sale of ten British aircraft to the Canton Aviation Bureau. That was the best news I have had the pleasure of reading since I came to China. It interested me to such an extent that I took the trouble to look up my press cutting file, and discovered that many months ago I stated in an article that unless Hong Kong speeded up the Chinese would start dreading aviation before the Colony. They have now done so. I am now suggesting that I am a prophet, not only I wish to draw attention to the fact that I made a shrewd guess, but I should like to draw attention to the painfully obvious fact that nothing has been done to further aviation in Hong Kong.

If anything is not done within the next few months we shall be placed in the position of having to either encourage or shut-out commercial aviation that is organized and operated by the Chinese or some other nation. A nice state of affairs. In a few years time when travel by air is as common as by surface transport I wonder how the British merchants will like having to send themselves and their important documents, to say nothing of their valuable goods, by air line operated by foreign Powers.—Yours, etc.

R. VAUGHAN-FOWLER.

HARBOUR HAWKERS'
COMPLAINT.AN EXTENSION OF TRADING
TIME WANTED.

A complaint by hawkers who ply their trade on board sampans was discussed at the Chinese Chamber of Commerce meeting yesterday. These boat people who hawk within the Yaumati Typhoon Shelter are not allowed by their licenses to trade after 3 p.m. They have written to the Chamber saying that since business actually starts at eight o'clock every night, they have, therefore, only an hour. This they considered insufficient, and asked the Chamber to get the Government to allow them to sell up to 2.30 a.m.

In discussing the question, Mr. Li Yau Tsuen, chairman, said that the demand was an unreasonable one. Surely the boatmen could not be expected to be allowed to do business at that unearthly hour. He pointed out that large quantities of coal were always disappearing from the coal-yards inside the shelter, and that if boats were allowed to ply their trade up to 2.30 a.m., their occupants might turn into "water rats" and more coal still would disappear. He thought that if the time limit was set at midnight, it would be reasonable and sufficient. He would try to obtain this concession from the Government if possible.

SMALL-POX VICTIMS.

MATHSED HOSPITAL FOR
CHINESE SUGGESTED.APPEAL TO CHINESE CHAM-
BER OF COMMERCE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Jan. 7th.

Reference was made in these columns not long ago to the manner in which poorer class Chinese dump the dead bodies of children who have died of small-pox in the streets. This is done because the parents are afraid to report to the Authorities and have their houses and personal belongings disinfected. It is also a common practice in the slum areas to hide a case of small-pox from the medical authorities, which is one of the big reasons for the spread of the disease.

It is gratifying to report that the wealthier and well educated Chinese are taking this matter up with the Chinese General Chamber of Commerce. Yesterday at the meeting of the Chamber, a letter was read in which a stirring appeal was made to the Chamber to help to prevent this dumping. The letter pointed out that the majority of Chinese would never report a case of small-pox. They knew quite well what steps the medical authorities would take, and to avoid the trouble of moving out of the house so that the authorities could fumigate it, the people concerned would rather not talk about it, and allow the disease to take its course. Then if a death occurred, they would dump the dead body in any convenient spot.

Treating a death in such a shameful manner, the letter continued, was most inhumane. Be it a dead child, the father and mother were of the same blood, and to allow the dead body of a member of one's family to lie in the street without decent burial was outside the moral code and humane instincts of any civilised person.

The letter then went on to say that the only way to prevent such occurrences, which had been far too frequent in the past, would be for the Chamber to erect a big mathsed in the outskirts of the city, where any one suffering from small-pox could be taken for treatment. Chinese medicines are more effective than Western, the letter continued, in the treatment of this disease, and that if parents had any fear of the European doctors, or that their houses and belongings would have to be fumigated, they could do no better than to remove an affected person to the hut. If death occurred in the hut, a decent burial could be given, and there would be no necessity of callously dumping the bodies all over the town.

Apart from the fact that it was a brutal method of disposing of the dead bodies of those whom they had loved, they were helping to spread the disease. It would, therefore, be better if a hut was constructed at the earliest moment, and the widest publicity given to this action, so that the poor class of Chinese would know where to bring persons stricken with the disease. Of course, the most efficient Chinese herbalists would have to be retained to attend to the sick. Smallpox, the letter said, was not necessarily a fatal disease, and to the Chinese it was very little and could easily be cured, if the proper treatment was given.

Discussing the letter, Mr. Li Yau Tsuen, chairman of the Chamber said that for the present they could only advise the Chinese through the medium of the Press, to get vaccinated, and as regards carrying out the scheme as suggested in the letter, the matter would have to be thoroughly considered from its different aspects.

LAST WEEK'S RECORD.

80 NEW CASES; 48 DEATHS.

Eighty fresh cases of small-pox and 48 deaths were reported last week—all patients being Chinese. Nineteen were from Victoria, 59 from Kowloon and two from the New Territory.

On Monday 14 more cases were notified, all Chinese. Twelve were from Victoria and two from Kowloon.

THE NEW CUSTOMS'
TARIFF.COPIES IN CHINESE
WANTED.

At the Chinese General Chamber of Commerce meeting yesterday, it was stated that although the Chinese Maritime Customs belonged to China, they had not received a copy of the new tariff which is to come into force from February 1st. It was also pointed out that there were no copies had been made in Chinese. On the other hand the Foreign Chamber had already received copies.

The secretary of the Chamber said that he had personally seen Mr. Key, secretary of the Hong Kong Chamber of Commerce, and that the latter had promised to let him have a few copies of the new tariff. He had also seen Mr. Sheng, secretary of the Chamber, and to get them a few copies of the tariff in Chinese.

ECHO OF KENNEDY
ROAD MURDER.

ACCUSED IN COURT.

PAWNED BANGLE AS ONLY
CLUE.

Events connected with the murder of a Chinese youth named Fung Man Shu in Kennedy Road on the night of February 22nd last year were recalled before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon when a Chinese appeared in the dock charged with the crime.

At the inquest, which caused some stir among the Chinese community, certain wild accusations were made against a young married woman, But Pui Fong, who was stated to have been a former sweetheart of the deceased youth. The woman, according to her story, had come from Singapore to visit her mother here during the Chinese New Year, and met her old friend casually in the street. A meeting was arranged late in the afternoon, and while the couple were in Kennedy Road they were attacked by two men and the youth was stabbed to death by Monmouth Path.

At the inquest proceedings the mother of the deceased youth alleged that But Pui Fong had hired the men to kill her son. The Coroner sharply reprimanded her for making the wild accusation, pointing out that the girl had been away from the Colony for one year and had not seen her son during that time. There was not a shred of evidence against her.

The case for the prosecution was conducted by Mr. H. Somerset Fitzroy, Assistant Attorney-General. Mr. E. S. C. Brooks (of Messrs. Hastings, Denny & Bowley) appeared for the defence.

Fatal Walk After Dark.

Opening his case, Mr. Fitzroy said that the young woman, But Pui Fong, saw Fung Man Shu in the street on February 22nd. They met near the Kwong Sang Hong firm at 7 o'clock that evening and proceeded for a walk. At about 8 o'clock they were seen on a railing in Kennedy Road when two men suddenly appeared and proceeded to attack them. One man seized the girl and removed her jewellery. The other man, who was attacking Fung Man Shu, met with resistance from Fung who was stabbed in the shoulder.

An alarm was raised by the girl and the assailants ran away. Fung staggered for some distance and then fell. Assistance arrived later when the girl raised the alarm. An ambulance conveyed the injured man to hospital, but he made no statement before he died. The girl was unable to identify any of the men as the night was dark and there were no street lamps near the place where the assault was committed. She also failed to identify the defendant when he was placed on parade with others.

Discovery Of The Bangle.

One of the articles taken from the girl, Mr. Fitzroy said, was a gold bangle with a jade pendant. Evidence would be called to show that on May 2nd of last year, the defendant, who was working in the Naval Yard, gave one Lee Yuen Lam a pawn ticket. The latter received the bangle and gave it to his wife, who wore it for some time, after which it was pawned again. In July police investigations resulted in the discovery of the bangle in the pawnshop. It was then seen that the article corresponded with the description of the missing bangle. The holder of the pawn ticket was traced, and through that source the police got into touch with defendant.

Mr. Fitzroy added that previous to these discoveries a reward of \$2,000 had been offered for any information leading to the arrest of the assailants. The defendant had made a number of statements since his arrest, but had not yet given a satisfactory explanation as to how he came to be in possession of the pawn ticket.

Dr. A. Cannon, the first witness, gave evidence of the post mortem examination conducted on the body of Fung Man Shu. Witness said that death was caused by a wound in the back of the neck penetrating downwards which had severed one of the main arteries. The wound could have been caused by a blunt instrument.

Young Woman Surprised.

But Pui Fong, who had been sent for from Singapore, then gave evidence of her movements with Fung Man Shu and subsequent events which had already been referred to in Counsel's opening. Witness said she was greatly excited when her assailant held what appeared to be "a short rod" pointing toward her body.

Cross-examined by Mr. Brooks, witness said it was quite dark and she could not recognise the features or height of either assailant. She was unable to state the exact time.

(Continued at foot of next column.)

ARMED ROBBERY
AND ABDUCTION.5 CHINESE FACE SERIOUS
CHARGE.RAID ON MATHSED AT
SHATIN.

Five Chinese were before Mr. E. W. Hamilton, at the Kowloon Magistracy yesterday afternoon on charges of armed robbery and the forcible abduction of a Chinese boy aged five at an unnumbered mathsed at Shatin. Two of the defendants were also charged with committing an armed robbery at Cheung Wai Sheng, Kowloon, on November 26th last.

Referring to the last charge against defendants, his Worship remarked that he would prefer to hear it as a separate case. He was anxious to prevent the duplication of charges, as it only made the other more complicated.

In connection with the first two charges, Inspector Fallon said that at 1 a.m. on December 9th, seven men armed with daggers and revolvers raided an unnumbered mathsed at Tung Koi, Shatin District, and overpowered the inmates who were occupying the mathsed. The people in the mathsed at the time were two men, three women and three children. They were tied with rope and, after staying for about half an hour, the intruders left with all property they could lay their hands on. The robbers were carrying bamboo torches, using kerosene as fuel, while one of them had an electric torch. When they left, they took two children away with them, a little boy aged five and a girl aged four.

Police Make A Raid.

Nothing happened until 1.30 p.m. on the afternoon of December 15th when Mr. Calthrop, A.S.P., and Sub-Inspector Dick raided the first floor at 608, Shanghai Street. There was nobody except a Chinese girl about 16 years of age on the premises when the police made their raid. The principal tenant and his wife could not be found but the police found the missing girl, who was identified by one of the people from the mathsed.

The older girl was detained and later at the Po Leung Kwei said the child was brought to the flat by a number of men who came early one morning about a week before.

Chinese detectives were left at the flat to await the return of the principal tenant, but this man has apparently disappeared. On the day of the arrest, the girl pointed out one of the defendants from the verandah of the flat. He was standing in the street. She said he was one of the men who took the child to the flat.

Further Arrests.

The Chinese detectives remained at the flat, and on the same day a further arrest was made when another man came up to the flat. The next morning the police arrested a third man who walked into the trap, and later a fourth man was arrested.

A pawn ticket was found on one defendant relating to a bed quilt which was afterwards retrieved from the pawn shop by the police and identified as one of the articles stolen from the mathsed. An identification parade was held at Mongkok Police Station but none of the witnesses identified any of the four defendants.

On the same day one of the defendants offered a statement to a Chinese detective and took him to a house at No. 117, Castle Peak Road, where he pointed out another member of the gang to the police. This man was brought to the Yaumati Police Station where an identification parade was held the next day by Mr. Calthrop, A.S.P. The man was picked out by the mother of the boy who was kidnapped.

At this stage of the proceedings, Inspector Fallon remarked that the police had been informed that the little boy was also brought to the flat in Shanghai Street with the little girl, but he was sold for \$150 and taken to Hong Kong, and thence to Macao.

Mr. L. H. C. Calthrop, A.S.P., gave evidence of the two identification parades held under his supervision.

The hearing was adjourned.

Evidence of the pawning of the bangle was given by two pawnbroker's assistants. The first, from Hungnam, said the article was pawned by a man, whom he was unable to recognise, and was later redeemed. The other assistant, who came from a Queen's Road East shop, stated that a woman pawned the bangle, and he gave a police officer the article and records of the transaction.

At this stage further hearing of the case was adjourned until Wednesday afternoon.

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OBTAINABLE EVERYWHERE.

NEW ADVERTISEMENTS.

G. R. R. NOTICE.

IT IS HEREBY NOTIFIED under Section 125 of the Vehicle and Traffic Regulations Ordinance No. 40 of 1912, that on and after WEDNESDAY, 9th JANUARY, a portion of PRAYE EAST will be TEMPORARILY CLOSED to VEHICULAR TRAFFIC, which will be diverted by way of the NEW 75 FEET ROAD, until further notice.

E. D. C. WOLFE,
Capt. Supt. of Police.
7th January, 1929. [7307]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C., R.A.S.C., Headquarters, South China Command, Hong Kong, until 12 O'clock Noon, on the date specified by the Undermentioned Service, for the period as given—

SIX MONTHS COMMENCING 1st APRIL, 1929.

FORAGE—TUESDAY, 29th JANUARY, 1929.

Tender Forms and any necessary information may be obtained at the above Office between the hours of 10 a.m. and 1 p.m., Daily, except Sundays. [7306]

CUSTOMS NOTIFICATION.

THE Attention of the Public is Drawn to the following TRANSFORMATION of a NOTICE issued by the CUSTOMS SUPERINTENDENT of CUSTOMS—

"SUPERINTENDENT'S NOTIFICATION No. 15, January, 1929.

THE PUBLIC IS HEREBY NOTIFIED that the Kowloon and New Territories Customs, in the Order No. 2465, instructs that the CHINESE MARITIME CUSTOMS IMPORT TARIFF has been promulgated by the NATIONAL GOVERNMENT to take effect from 1st FEBRUARY, 1929, and that, while Ten Copies of the TARIFF are enclosed, the Customs is instructed to Notify all Chinese and Foreign Merchants and to transmit these Instructions to the COMMISSIONERS of CUSTOMS. In accordance with the above Instructions, I hereby issue this NOTIFICATION for the Information of the Public. The TARIFFS are now being printed by the COMMISSIONER of CUSTOMS for Distribution.

(Signed) 'CHU CHAO HSIN, Superintendent.
C. F. JOHNSTON,
Commissioner of Chinese Customs,
For Kowloon and District.
York Building,
Hong Kong, 8th Jan., 1929. [7306]

G. R. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th DAY of JANUARY, 1929, at 3 p.m., at the Office of the Public Works Department, of One Lot of CROWN LAND at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Kowloon Island Lot No. 2165, Prince Edward Road, Kowloon.	N. 1/2, E. 1/2, S. 1/2, W. 1/2.	As per sale plan.	110	8,000

G. R. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th DAY of JANUARY, 1929, at 3 p.m., at the Office of the Public Works Department, of One Lot of CROWN LAND at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
2	Kowloon Island Lot No. 2166, Prince Edward Road, Kowloon.	N. 1/2, E. 1/2, S. 1/2, W. 1/2.	As per sale plan.	24	3,100

INTIMATIONS.

BY ORDER OF THE MORTGAGEE.

THE Underigned have received Instructions

To Sell By PUBLIC AUCTION,

ON WEDNESDAY,

THE 9th DAY OF JANUARY, 1929,

AT 3 P.M.

At Their AUCTION ROOMS,

No. 4, DUNDAS STREET,

VICTORIA, HONG KONG.

THE VALUABLE LEASEHOLD PROPERTIES

(1) No. 12, PRINCE'S TERRACE, erected on Portion of the R.P. of INLAND Lot No. 152A, together with the Adjoining Piece or Parcel of Ground known as the R.P. of INLAND Lot No. 151,

and

(2) No. 13, PRINCE'S TERRACE, erected on Portion of the R.P. of INLAND Lot No. 152A.

IN TWO LOTS.

Lot No. 1.—The Property known as No. 12, PRINCE'S TERRACE, is an Excellent Class Four-storyed Semi-European Dwelling House situated in the Centre of the City on the Mid-levels Fronting on a Private Road to the South of CAUSEWAY on a Portion of a Piece or Parcel of Ground registered in the Land Office as the R.P. of INLAND Lot No. 152A having an Area of 1,873 Square Feet or thereabouts with the Adjoining Piece or Parcel of Ground registered in the Land Office as the R.P. of INLAND Lot No. 151 having an Area of 1,223 Square Feet or thereabouts. The Annual Crown Rents payable on the above Properties are \$14.00 and \$94.48 respectively.

Lot No. 2.—The Property known as No. 13, PRINCE'S TERRACE, is a Very Desirable Four-storyed Semi-European Dwelling House, situated directly opposite Lot No. 1 above on a Portion of a Piece or Parcel of Ground registered in the Land Office as the R.P. of INLAND Lot No. 152A (and intended to be registered in the Land Office as Section G of INLAND Lot No. 152A) having an Area of 1,970 Square Feet or thereabouts. The Annual Crown Rent payable on the above Property is \$14.72.

Also

THE VALUABLE LEASEHOLD PROPERTIES

IN ONE LOT.

(1) Nos. 9, 5, 7, 9, 11 and 13, KWONG WA STREET (together with a Vacant Piece of Land adjoining) erected on a Piece or Parcel of Ground at Ho Mui Tin registered in the Land Office as Kowloon INLAND Lot No. 1421.

(2) Nos. 24, 25, 26 and 27, KWONG WA STREET, and Nos. 37, 39, 41 and 43, WATERLOO ROAD, erected on a Piece or Parcel of Ground at Ho Mui Tin registered in the Land Office as Kowloon INLAND Lot No. 1519.

The Annual Crown Rent payable in respect of the above Properties is \$416.00.

Also

THE VALUABLE LEASEHOLD RESIDENTIAL PROPERTY

No. 49, CONDUIT ROAD with GARDEN, TENNIS COURT, and GARAGE

Erected on INLAND Lot No. 2021 and SECTION A of INLAND Lot No. 2252

IN ONE LOT.

The Property known as No. 49, Conduit Road is a European Residence and is situated on a Piece or Parcel of Ground on the Mid-levels at Victoria in the Colony of Hong Kong and registered in the Land Office as INLAND Lot No. 2021.

The Property forming the Garden, Tennis Court and Garage is situated on a Piece or Parcel of Ground adjoining at Victoria aforesaid and registered in the Land Office as Section A of INLAND Lot No. 2252.

The Annual Crown Rent payable on the above Two Properties is \$170.00 and the total Area is 24,532 Square Feet or thereabouts.

Also

THE VALUABLE LEASEHOLD PROPERTIES

Nos. 1 to 14, TUNG SING ROAD,

Erected on ABERDEEN INLAND Lots Nos. 81, 82 & 83.

IN ONE LOT

The Properties are situated on those Pieces or Parcels of Ground at ABERDEEN registered in the Land Office as ABERDEEN INLAND Lots Nos. 81, 82 and ABERDEEN INLAND Lot No. 83 having the Areas of 7,368 Square Feet, 3,866 Square Feet and 11,800 Square Feet or thereabouts respectively. The Annual Crown Rents payable on the above Three Lots are \$16.00, \$8.00 and \$28.00 respectively.

Further Information and Copies of the Particulars and Conditions of Sale may be obtained from—

MESSRS. TSO & HODGSON, Vendor's Solicitors,

PEREGRINE BUILDING,

or

MESSRS. TAYLOR & HODGSON, The Auctioneers.

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INTIMATIONS.

"Wine gives the lover vigour,
Makes poets write,
And soldiers fight,
And friendship do its duty.
Power, wealth,
Beauty, health,
Wit and mirth, in wine are crown'd."

Joys abound,
Pleasures abound,
Only when the glass goes round."

Fine SHERRIES

Grown, Bottled and Shipped by

GEO. G. SANDEMAN SONS & Co.

Xeres de la Frontera

and Oporto

DUTY PAID.

Per Case. Per Bot.

Light Dry ... \$37.00 \$3.15

Very Pale Dry 42.00 3.80

Pale Dry Nutty 46.00 3.95

Fine Old Brown 53.00 4.50

Brown Bag 57.00 4.85

and Fine PORTS

Invalid ... \$42.00 \$3.60

Douro ... 41.00 3.50

Old Tawny ... 47.00 3.80

Very Old Tawny 64.00 5.50

Oldest & Finest 66.00 5.75

Vintage 1911... 135.00 11.50

A. S. WATSON

& CO., LTD.

Wine and Spirit Merchants.

[50]

NOTICE

WE have Authorized Mr. WALTER CHOW to Sign for Our Firm Per Procuration From THIS DATE

R. JOHNSON & CO.

Hong Kong, 1st Jan., 1929. [7182]

THE HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN

that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONG KONG AND SHANGHAI BANKING CORPORATION will be held on SATURDAY, the 23rd DAY of FEBRUARY, 1929, at 12 O'CLOCK NOON at the CITY HALL, Victoria, in the Colony of Hong Kong, for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

"That the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the Shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in and to the effect that a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY MEETING of the SHAREHOLDERS of the CORPORATION will be held on SATURDAY, the 23rd DAY of FEBRUARY, 1929, at 12.45 in the AFTERNOON, at the Same Place, for the purpose of receiving a Report of the above mentioned Meeting and of considering, and if thought fit, confirming the above Resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors,

A. C. HYNES,

Chief Manager.

NOTE.—A Copy of the proposed New Ordinance can be seen during the usual Banking Hours (SUNDAYS, PUBLIC and BANK HOLIDAYS excepted) in Hong Kong at the Head Office of the Corporation or at the Offices of Messrs. JOHNSON, STOKES & MASTER, Prince's Building, and in Shanghai at the Office of the Corporation, from the Date hereof until the Date of the above mentioned Confirmatory Meeting.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.45 p.m., stated:—
Another anticyclone has formed over China into which the anticyclone over S.W. Japan is merging. Fresh monsoon may be expected along the coast and over the China Sea.
Local Forecast—N.E. winds, fresh, fair.

BIRTHS.

NEWTON.—On December 2nd, at Tonbridge, to the wife of Dr. Newton, of Hong Kong.
O'CONNELL.—On December 31st, at Shanghai, to Mr. and Mrs. C. O'CONNELL, a daughter.
STOCK.—On January 3rd, at Shanghai, to Mr. and Mrs. G. M. STOCK, a son.
SWAYN.—On December 31st, at Shanghai, to Mr. and Mrs. J. SWAYN, a son.
VOORHIES.—On New Year Day, at Shanghai, to Mr. and Mrs. W. H. VOORHIES, a daughter.

MARRIAGE.

BYERS.—GOSLING.—On December 31st, at Shanghai, ANNA GOSLING, elder daughter of Mr. and Mrs. G. GOSLING, Kowloon, to THOMAS EDWIN, son of Major and Mrs. L. M. BYERS, Bangalore, India.

DEATHS.

BIGEL.—On January 3rd, at Shanghai, PETER FRANCIS BIGEL, late of the Shanghai Nanking and Peking-Mukden Railways.
DE LA PENA.—On December 31st, at Shanghai, FELIX DE LA PENA, aged 42 years.
LESTUZZI.—On January 1st, at Shanghai, GIUSEPPE LESTUZZI, of the Shanghai Municipal Orchestra, aged 47.
LITTLE.—On December 10th, at Otford, Surrey, MARY LILLIAN, wife of JOHN HARGREAVES LITTLE, of Hong Kong.
LUCAS.—On January 3rd, at Shanghai, CLARA MARIA DE LUCAS, aged 46 years.
STEFANIS.—On December 30th, at Shanghai, MICHAEL STEFANIS, aged 49.

Hong Kong Office: 11, Ice House Street.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 9th, 1929.

THE EDUCATION COMMISSION.

THE strong committee which has been appointed by the British Government to deal with education in the Colonies, protectorates, and mandated territories is an indication of the new emphasis which, at the present, throughout the world, is being laid on education. With the gradual extension of political power, to all classes of society there has grown up a phenomenal demand, in Europe for educational facilities. This is reinforced by the needs of modern industry and commerce, which must have at their disposal intelligent minds fully developed, if the complicated processes of the modern world are to be grasped and progress maintained.

In America education has been exalted into a religious cult with Universities, Colleges, and high schools as the temples for the new rites and ceremonies. No religion has aroused such enthusiasm and extracted so many millions from the purses of successful commercial magnates. The belief in the regenerative and elevating power of education is widespread and profound. The world generally is in a ferment with this new zeal for education. It is small wonder, therefore, that Britain should feel the need for a better organization, and a more scientific understanding of the problems of education with regard to the natives for whom she is responsible.

Each Crown Colony at the present time is a watertight compartment as far as education is concerned. There is no scheme either for the interchange of personnel or ideas. The result is that the Education Departments do not offer scope for the emergence of outstanding educationists. What the Commission will probably be the creation of an Imperial

system, which will provide facilities for the transfer of persons from one Colony to another, should their ability and reputation justify it. In this way the status of the education staffs will be vastly increased, for there will be provided a career that will attract the most brilliant and ambitious. In colonial education there is the value of local knowledge, and especially of the vernacular, which tends to restrict the transfer of staff, but against this there is also the more general knowledge of the principles of education, the application of which is universal and also the value of a fresh point of view which would be possessed by those arriving from other parts.

In engineering, in medicine, and for administration this Colony has not hesitated to draw men from other parts when it was felt that the local supply was not adequate to the needs of the vacant appointments. A new dignity and importance will be added to the Education Department when similar conditions prevail there, and especially when the chief appointments in the Colony are accessible to those who have made education a life study. The present Commission is probably the outcome of the recent tours of the Secretary and Under-Secretary of State for the Colonies. Some trenchant criticisms were passed by the latter on the aims and the curriculum in education in some of the colonies, though in other cases he was able to speak highly of the results achieved. It is recognised already that those who intend to enter the colonial educational services should have a special training for that work. Just as there are schools of tropical medicine for those practitioners whose work lies in the hotter regions, so it is felt that there should be a centre in London where the special knowledge and methods required for teaching alien and native races should be available. Such an institution would be also a clearing-house of information; collecting the knowledge gained by experience in the different Colonies, and making it available for intending teachers. A scheme on these lines is already before London University, and will no doubt in due time be carried out.

The problem, therefore, is not altogether one of finance, though that is an important factor in any scheme of expansion. It is largely a question of replacing haphazard, local, and narrow schemes with an organisation which will call into existence an educational corps that will command respect, by its larger outlook, and by its trained efficiency. Such a body would be able to formulate a policy for whatever region in which it was established.

The question of the curriculum, vernacular education, school books, methods of teaching, technical education, the fine arts, moral instruction, and such problems would receive attention at the hands of those whose views would be valued because of the prestige that would be attached to such an expert group. It is along these lines that we think the Commission will work, and if that should be the case, we shall await its recommendations with keen interest.

News and Views.

A branch of the Chartered Bank has been opened at Dairen (Daini) South Manchuria.

Among the passengers arriving on the s.s. Ararua from Australia was Professor Sir A. Strong.

The total output of the Kailan Mining Administration's mines for the week ending December 22nd, 1928, amounted to 102,430 tons, and the sales during the period to 93,134 tons.

During the two days of the New Territories Agricultural Show, the Kowloon Motor Bus Company operated three buses and collected in fares \$84.45. The Company has given the sum to the funds of the Show.

Four men entered a house at No. 13, Tang On Shan Street, Yau-mat, yesterday morning and after overpowering the inmates made off with a quantity of money and jewellery. The men were armed with daggers and a revolver.

Apart from small-pox cases, which are given elsewhere in our columns, there are only five cases of notifiable disease in the Colony last week. They were: Diphtheria 2 (both fatal); enteric 2 (1 fatality); 1 puerperal fever (fatal). One of the enteric cases was British, the others Chinese.

A report was made by a Chinese woman, living at No. 36, Kennedy Street, Wan-chai, to the effect that she was held up by two men near Wong Nei Cheong Village, who stole a pair of gold ear-rings and money to the value of \$15. The robbery occurred at 7.30 a.m. yesterday morning.

Mr. T. Hynes, Superintendent of Mails at the G.P.O., hopes to leave the Government Civil Hospital in the course of a few days. Revenue Officer A. W. Grimmit, the well-known inter-club bowls player, who was operated upon for appendicitis at the Peak Hospital some days ago, is now recovering satisfactorily and the guards praise it.

Mr. Lloyd Kay, the senior wharfinger in the Hong Kong and Kowloon Wharf and Godown Co., Ltd., is seriously ill in the French Convent Hospital.

The Viennese police have arrested a local business man, together with a woman, in connection with the theft of a large number of Japanese bonds on the transatlantic liner Leviathan. The police believe they are on the track of a gang of international thieves.

Speaking at a conference on unemployment, General Sir Ian Hamilton said that ex-Service men asked for work. "Yet we can employ thousands of Chinese coolies at Singapore making another Port Arthur and Dalny, and it does not seem to strike anyone that we might profitably employ 50,000 or so of the men who won the Great War."

Property amounting to £29,093 5s. 10d. in England and \$20,800 in Hong Kong was left by Sir Charles John Dudgeon, who died at San Remo, Italy, last January. Lady Isabelle Annie Dudgeon and the Marchesa Clara Alice Cellia Rappini de Castel Defonso, the widow and daughter respectively of Sir Charles, are now living at La Cereda Velate Varese, Italy.

The fortnightly meeting of the Sanitary Board was held yesterday, but the business before the Board was only of a formal nature. Those present were Mr. G. R. Sayer (Chairman), Mr. J. Watson (Secretary), the Hon. Mr. H. T. Crossy, C.B.E., the Hon. Mr. R. A. C. North, Mr. J. P. Braga, Mr. Wong Kwong Tin, Dr. W. V. M. Koch and Dr. G. W. Pope (M.O.H.).

The postponed meeting of the Hong Kong Football Referees Association will be held at the Chaplains Hut, Scandal Point, on Friday at 6 p.m. prompt. Captain A. W. Austin, M.C., M.M., R.A., will give a lecture on "The Organisation and Administration of Football." It is hoped that all members will make an effort to attend. A hearty invitation is extended to all.

In London last month a Chinese seaman was ordered to pay £3 14s. 11d. (single value and duty) and costs for concealing three bottles of samshui and 2 lbs. of cigarettes in the steamer Glenapp lying in King George V Dock. A Chinese greaser in the Glenapp was sentenced to six months' hard labour and recommended for deportation for concealing and being in unlawful possession of 7 lbs. of raw opium.

Sub-Inspector Chevalier paid a surprise visit to a floor at No. 66, Connaught Road Central, on Monday night. Two soldiers were found in a room, having taken lodgings there for the night for an agreed sum. A sequel to this discovery was the prosecution of the tenant of the flat before Major C. Willson at the Central Magistracy yesterday on a charge of keeping a disorderly house. Accused was fined \$10.

There are two brides at present on the s.s. Macedonia, who are coming to Hong Kong to marry members of the local Police Force. Miss T. Morrissey, of 14, Parliament Square, Waterford, Ireland, is to wed Sergt. J. O'Donovan, of the Central Police Station, while Miss M. McIntosh, of 103, Strathmartine Road, Dundee, Scotland, will be shortly the wife of Police Constable R. R. McEwen, also of Central Station.

Chinese and Malay students in London turned up in force to the Home given for them last month under the auspices of the Victoria League by Sir Neil and Lady Malcolm at Victoria League House, Cromwell-road. The function proved very enjoyable, thanks largely to the arrangements made by Miss G. Drayton, the League secretary. In addition to the students, there was quite a large and representative gathering, including Lady Guille-mard, Tunku Abdul Rahman came to the function just after having been "called to the Bar," whilst Mr. T. Chong, president of the Chinese Students Society, was also present.

Railway Guard's Periscope. The periscope which the Southern Railway Company in England are fitting to fifty-five guards' vans on their electric trains to replace the old sight-glasses projecting from the side of the van in order that the guard may observe the line behind and in front, are an ingenious device. Each periscope consists of two mirrors, one fixed on a table at which the guard sits and the other projecting a few inches above the roof and both placed at an angle of 45 degrees. In order that the top mirror shall not be dimmed by rain or mist it is encased in a box whose face is protected by a glass panel which is cleaned by a mechanical wiper operated by the guard. The apparatus is fixed

MARSHAL WU PEI FU ILL.**STILL IN RETREAT IN SZECHUAN.****VICISSITUDES BORNE STOICALLY.**

Peking, December 29th (U.P.).—Marshal Wu Pei Fu, the most powerful warlord in China only four years ago, but now almost forgotten, lies seriously ill in his retreat in the remote Szechuan province, according to reports reaching Peking.

Although one subordinate general after another has first befriended and then turned against Marshal Wu, the doughty warrior has refused to follow the example of so many other militarists and flee from China to Japan or a treaty port, living luxuriously on ill-gotten gains.

Marshal Wu, who controlled the Peking Government five years ago, and almost conquered Manchuria while Marshal Chang Tso Lin was in his prime, has retained the respect of Chinese scholars, even if he has lost the admiration of the warlords. He is probably the only militarist in Republican China who has suffered defeat gracefully. He has never sought refuge in a treaty port or a foreign country, has never sold his country to foreigners, characteristics sufficiently rare in China to be greatly admired.

Reports Of Come Back.
There have been persistent reports ever since Marshal Wu retired more than four years ago, that he would organise an army in order to obtain revenge from Marshal Feng Yu Hsiang, who turned against his chief, Marshal Wu, in 1924, causing his utter defeat at the hands of Chang Tso Lin.

Marshal Wu is one of the few scholarly warlords, having obtained the Chinese equivalent of a B.A. degree in 1903, at the age of twenty. He graduated from a military school five years later, entering the army under the Manchus, gaining the experience which later made him master of several provinces and controller of the Peking Government.

RESIGNATION OF YEN HSI SHAN.*(Wah Tsz Yat Pao.)*

SHANGHAI, Jan. 8th. Marshal Yen Hsi Shan has expressed his intention to resign the chairmanship of the Shansi Political Commission and has recommended Mr. Yang Shiu Tai to succeed him.

FURTHER TREATIES.*(Wah Tsz Yat Pao.)*

SHANGHAI, Jan. 8th. Both the Turkish and Persian Governments have proposed to Dr. Wang Ching Ting, the Nanking Foreign Minister, the opening of negotiations for the conclusion of Sino-Turkish and Sino-Persian Treaties of Commerce and Amity. Dr. Wang has replied to the two Governments expressing the willingness of the Nationalist Government to do so and also requesting that they should send plenipotentiary delegations to Nanking for the purpose of holding preliminary meetings as soon as possible.

CHINESE CUSTOMS MOVE.**HEAD OFFICE IN NANKING.***(Wah Tsz Yat Pao.)*

SHANGHAI, Jan. 8th. The Nanking Government has decided to transfer the Inspectorate-General of Chinese Customs from Peking to Nanking. The building of the Kiang Customs Office will be chosen for housing the Inspectorate-General. For the sake of convenience a branch office will be established at Shanghai.

The whole staff of the Inspectorate in Peking have been notified to remove to Nanking on about the 15th inst.

CUSTOMS REVENUE.*(Wah Tsz Yat Pao.)*

SHANGHAI, Jan. 8th. According to a spokesman of the Nanking Financial Ministry, the Financial authority will issue a further notification announcing the commencement of the new tariff schedule when the time arrives. It is estimated that in this year the Central Government will gain an increase of revenue amounting to from \$25,000,000 to \$30,000,000. As soon as the new tariff schedule comes into force the Nanking Government will in return order the abolition of all kinds of surtaxes and special taxes throughout the whole country.

NANKING TRAIN HELD UP.**GOVERNMENT MONEY STOLEN.****DARING ROBBER BAND.***(Wah Tsz Yat Pao.)*

SHANGHAI, Dec. 8th. It is reported that bandits held up a train on the Shanghai-Nanking Railway yesterday morning and got away with a very considerable amount of loot. A sum of \$14,000, which was being transmitted by slow train from Shanghai to the Nanking Government, was captured by the band of robbers, which numbered about thirty, while a considerable sum in money and valuables was taken from the passengers who were travelling on the train. The robbers made good their escape, while one of the police on the train, who attempted to prevent them, was wounded.

CHINA'S ARSENALS.**CONFERENCE ON NATIONAL DEFENCE.***(THROUGH REUTER'S AGENCY.)*

NANKING, Jan. 8th.

It is learned that a proposal has been submitted to the Disarmament Conference asking for a complete reorganisation of all arsenals throughout China. If this is adopted, arsenals will be instructed to stop working pending their reorganisation along modern lines under the supervision of foreign experts.

The National Defence Conference will be convened immediately the Disarmament Conference is concluded. Among the principal issues to be taken up is the reorganisation of China's naval and air forces.

SZECHUAN WAR.*(Wah Tsz Yat Pao.)*

SHANGHAI, Jan. 8th. Civil strife in eastern Szechuan has revived since the 3rd inst. General Liu Sheng's forces under General Koo Chien Chung are engaged with General Yang Sen's troops at several points near Wanshsien. General Yang is reported to have suffered serious reverses and his main forces have evacuated Wanshsien.

THIRD ARMY LEADER DISMISSED.*(THROUGH REUTER'S AGENCY.)*

NANKING, Jan. 8th. Chien Ta Chun, Commander of the Third Army and ex-Garrison Commander of the Shanghai Area, has been dismissed.

CHINA'S THREE PROHIBITIONS.**GAMBLING, "SING SONG GIRLS" AND FORTUNE TELLING.**

Peking, December 28th (U.P.).—The San Min Chu I are, of course, the Three Principles of Dr. Sun Yat Sen, upon which the Kuomintang (Nationalist Party) was founded. The San Min principles are known as the Three Prohibitions and refer to gambling, ladies of easy virtue, and fortune-telling. The reformers are concentrating on these three vices, hoping to wipe them out.

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The Chinese Press prints a story about the Mayor of Nanking, who is famous as a reformer. This Mayor, the story goes, learned that many wives of prominent Nationalist leaders at the capital were playing mah-jongg for high stakes, in spite of his order that it was an illegal practice. One day the Mayor learned that four well-known ladies had organized a game.

The Mayor sent policemen to the house where this friendly game was in progress, with orders to arrest the four ladies. Their indignation was great when they were taken to prison, and put in ordinary cells. They sent for their husbands, and a delegation visited the Mayor demanding their prompt release.

But the Mayor said he would let them go, only on one condition—that they march through the streets on foot to their homes, and carry banners urging enforcement of the gambling laws. To the amusement of hundreds of onlookers, the unfortunate ladies carried out this order, and the Chinese Press adds that they have not played mah-jongg since.

DUTCH TELEPHONE SERVICE.**MANY CALLS ALREADY TAKEN.****QUEEN MOTHER'S JUBILEE.***(THROUGH REUTER'S AGENCY.)*

AMSTERDAM, Jan. 8th. It is officially announced that the wireless telephone service to the Dutch Indies will be available to the public between 12.30 p.m. and 3.30 p.m. until January 10th, after which the hours will be announced weekly. Fourteen outward and twelve inward calls were registered before noon yesterday.

The Queen Mother is to-day celebrating her golden jubilee, the fiftieth anniversary of her wedding to King William III. of the Netherlands. \$24,000 sterling has been subscribed by the women of Holland and the Dutch East Indies and will be placed at Her Majesty's disposal for philanthropic purposes.

RECORD FLIGHT ENDS.**"QUESTION MARK" LANDS AT LAST.****ENGINES GIVE OUT.***(REUTER'S AMERICAN SERVICE.)*

LOS ANGELES, Jan. 7th. Having beaten all world records for continuous flight by a wide margin, the three-engined Fokker monoplane "Question Mark" landed to-day. The machine had been in the air for 150 hours and 48 minutes.

About half an hour before the giant machine descended, the leader of the flight, Carl Spatz, complained of trouble with the left engine.

Crew's Health.

The commander of the Question Mark said that he could have continued aloft indefinitely if the engines had not given out. The crew of five were medically certified as in excellent physical condition, and the only effects were natural fatigue and loss of from one to four lbs. weight each.

WHITE RUSSIAN TROOPS.**IN DIRE DISTRESS IN TIENTSIN.**

Peking, December 29th (U.P.).—Several hundred White Russian soldiers, most of whom have fought for years in the armies of various Chinese warlords, to-day face starvation, scattered throughout the principal cities of North China.

Many of these men have families, for whose sake they joined Chinese armies, fighting as mercenaries for a pittance. At least fifty White Russians were wounded in the fighting during the Nationalist advances, but received no pension and no adequate care so that they have not recovered from their wounds and have been permanently incapacitated.

Perhaps half of the former Russian soldiers in the notorious Chang Tsung Chang's armies have drifted to Tientsin, where the Russian Benevolent Society has been trying to give them some help. But nearly all White Russians in China are poor, and have barely enough for their own needs. So these men without a country cannot turn even to an adequate charitable organisation for help.

One group of sixty-seven men, women and children lives in a single house in Tientsin, six or seven to a room for which they pay \$1.50 a month, and averaging 40 cents gold a day for all other expenses. Several of these men are declared to have been distinguished officers in the former Czarist armies.

Chang Tsung Chang The Unpredictable.

The White Russians fought valiantly on several occasions for Chang Tsung Chang, the Shanxi military governor. They succeeded in holding back the advance at least twice so that he could escape on his special train. But Chang Tsung Chang has forgotten their service. He lives to-day in luxury at Dairen under Japanese protection, with a harem of 35 wives and concubines twenty less than before. But the Russians who served him well for years, many of them now wounded, can expect no gratitude from their erstwhile commander, it is believed. As they can be of no further use to him, he ignores their existence.

KING'S CONDITION UNCHANGED.**GROWING OPTIMISM AT THE PALACE.****NO FURTHER RAY TREATMENT.***(THROUGH REUTER'S AGENCY.)*

LONDON, Jan. 8th. The King had a good night last night and his condition again remained about the same this morning.

Despite the apparently negative character of yesterday's bulletin, optimism regarding the King's progress is growing steadily in Buckingham Palace circles. Lord Dawson of Penn and Sir Hugh Riggby were in consultation with Sir Stanley Hewett yesterday morning for an hour and a half. Sir Stanley Hewett remained at the Palace but the other doctors did not call in the afternoon. In the evening Lord Dawson and Sir Stanley Hewett signed the bulletin without the attendance of Sir Hugh Riggby and there was no further application of the ray therapy treatment.

Quiet Day.

At 7.45 p.m. on Monday, earlier than in customary, the following bulletin was issued: "The King had a quiet day. There is no change to report in His Majesty's condition. No further bulletin will be issued till to-morrow evening."

*(Signed) STANLEY HEWETT, DAWSON OF PENN.***Princes Leave Town.**

The Duke of York and the Duke of Gloucester left London this morning for Sandringham, and it is officially stated that they will visit the King's Norfolk home during the present week.

The Prince of Wales will probably join his brothers to-morrow. It is regarded as significant that the Princes are leaving town with arrangements to stay away for several days. It indicates sufficiently that the tension at Buckingham Palace has been considerably relieved.

Princess Mary Viscountess Lascelles and Viscount Lascelles, who have been staying at the Palace, are expected to leave for Goldborough Hall in Yorkshire to-day.

AMERICA AND THE WAR.**BISHOP'S ANSWER TO PRESIDENT COOLIDGE.**

An American Bishop, preaching from the pulpit of Canterbury Cathedral, made striking comments on passages in President Coolidge's Armistice Day speech. The Bishop was the Right Rev. Dr. Charles H. Brent, Bishop of Western New York. Bishop Brent belongs to the Episcopal Church, and was principal chaplain to the American Army. Dr. Brent did not refer directly to President Coolidge by name, but a comparison of passages in the President's speech and in the Bishop's sermon shows clearly that the bishop took President Coolidge paragraph by paragraph, and replied to him. The following are passages from President Coolidge's speech, with the Bishop's comments:—

1.—PRESIDENT COOLIDGE: What navy we possessed at that time, as is always the case with our navy, was ready. So complete was the defence of our transports that the loss by enemy attack in sending our land forces to Europe was surprisingly small.

BISHOP BRENT: If America can rejoice in the transportation of two million soldiers to France without loss of life it adds to, rather than detracts from, our joy if we give the credit to the British Navy which so safeguarded the seas as to make it possible.

2.—PRESIDENT COOLIDGE: As we study the record of our army in France, we become more and more impressed by their outstanding features. Pipally, they were undefeated.

BISHOP BRENT: If America congratulates herself that her army knew no setback or defeat in the brief time that she was a combatant she "rounds out the truth" by paying tribute to those nations that fought America's battles for the three heartrending years before and so prepared the way for victories readily won.

3.—PRESIDENT COOLIDGE: When it was all over, in spite of the great strain, we were the only country that had much reserve power left.

BISHOP BRENT: If she emerged from the welter of battle with eyes undimmed and resources unabated, which enabled her to become the creditor nation of the world and to aid in the reconstruction of Europe, she adds to her honour by generous recognition of the self-sacrifice of those nations who bled themselves white in the common cause.

4.—PRESIDENT COOLIDGE: With what has been paid out and what is already apparent, it is probable that our final cost will run well towards \$100,000,000,000 (\$20,000,000,000).

BISHOP BRENT: If she waged the war at great cost to herself, incurring a debt of fabulous proportions, she should thank God that she was not worse off.

MINERS' DISTRESS FUND.**RESPONSE TO PREMIER'S APPEAL.****FREE ADVERTISING.***(BRITISH WIRELESS SERVICE.)*

RUGBY, Jan. 8th.

The Lord Mayor's fund for the relief of distress in mining areas now exceeds \$400,000. Many tons of clothing have also been contributed, and local organisations are busily engaged in attending to necessities. The assistance given takes numerous forms. One example is that in response to a special request from the Premier, certain advertising printing and paper organisations have agreed to a free display of 10,000 posters throughout the country appealing for public help. This gift alone represents \$10,000.

DUTCH ART FOR LONDON.**GUARDED BY TORPEDO-BOAT.**

The steamship Batavier V. reached London last month with paintings and drawings insured for over \$1,000,000 among her cargo. They were a first instalment of the pictures which have been lent by the Government of Holland, and by private collectors in that country, for inclusion in the Exhibition of Dutch Art now being held at the Royal Academy. There were between 50 and 60 paintings in the consignment, including five of Rembrandt, two of Vermeer, two of Frans Hals, four of Jan Steen, the self-portrait by Carel Fabritius from the Boymans Gallery, Rotterdam, two works by Emanuel de Witte from the same collection, landscapes by Ruysdael, and six works by Vincent van Gogh. The total estimated value of which is about \$250,000, were "Diana at the Bath" from The Hague Gallery; a landscape from the Rijksmuseum, Amsterdam; "The Peacocks," from the same gallery; "Joseph Recounting his Dream," from a private collection at The Hague; and a portrait from another private collection. One of the masterpieces from The Hague, which is valued at \$100,000. Among the 60 drawings are 20 by Rembrandt, from various public and private collections.

Only three or four of the works of art have ever left Holland before—on the occasion of the exhibition held in Paris in 1921—and in view of their immense value, both monetary and artistic, every stage of their journey was attended by special precautions. They travelled from Rotterdam in two large containers—strong double-walled vans designed for the transshipment of household furniture—and each picture or drawing had been packed in its own case by professional art packers before leaving its permanent home. The containers were sealed by the Dutch Customs officials, and their contents were not disturbed again until they were inside the walls of the Royal Academy. They were taken on board the Batavier V. at Rotterdam under a guard of police, lowered into the hold, and fastened down. Mr. D. Hanneema, Director of the Boymans Museum, Rotterdam, made the journey to England with them and the Batavier V. was escorted by the Dutch torpedo-boat Z 5 as far as the Tongue lightship at the mouth of the Thames. After a fairly smooth crossing she reached her berth soon after 10 a.m.

The British Customs authorities had agreed to defer their examination of the pictures until they reached the Royal Academy. The containers were, therefore, sealed by them as soon as they were landed on the wharf. Each was lifted by a crane on to a motor-lorry, and with an escort of mounted police they made the stage of their journey by way of the Embankment. The route had been decided on by the Board of Customs and the Board of Trade, with the object of avoiding congested streets as far as possible. As soon as the containers arrived at the Royal Academy a Customs officer broke the seals, and the case in which each picture was packed was opened. They were all unharmed.

To ensure that the works in the exhibition shall suffer no injury from the damp air of an English winter, every room in the Academy will be kept at an even spring temperature, night and day, until the exhibition is over.

the balance of that debt is not incommensurate with her resources."

6.—PRESIDENT COOLIDGE: The enormous colonial possessions of Germany were divided up among certain allied nations. We neither sought nor took any of the former German possessions.

BISHOP BRENT: Ought my country to boast that the war brought no accession of territory when we do not need it, or when extra-continental possessions are already our Achilles' heel?

We cannot deny that hitherto we have secured it, and when we wanted, for our own interests, to control a neighbour's territory we controlled it. Nor may we ever forget that we were offered a mandate and refused it.

GENERAL BOOTH'S HEALTH.**HIGH COUNCIL ELECTS PRESIDENT.****SALVATION ARMY ADMINISTRATION.***(BRITISH WIRELESS SERVICE.)*

RUGBY, January 7th.

A special squad of police will be stationed at Sunbury-on-Thames to-morrow on the occasion of the meeting of the High Council of the Salvation Army.

No one will be allowed to enter the grounds of the Staff Training Institute, where the all-important conference is to be held, without a written permit.

The situation is most delicate in view of the possibility of an American breakaway if the adherents of General Bramwell Booth prevail.

The possibility that General Booth would be sufficiently well to attend in person was not, at one time, excluded, but it was officially announced from the Army headquarters this evening that General Booth would not attend.

At to-morrow's meeting of the High Council there will be sixty-four officers from all parts of the world, forty-six being British, six American, and one each from twelve other countries.

Future Leadership.

The question of the future leadership of the Salvation Army will be the matter before the meeting, and it is argued that General Bramwell Booth is now physically unfit to carry out his responsibilities as the autocratic head of the Army.

General Bramwell Booth's father, the first General Booth, who founded the Salvation Army, had a deed drawn up in 1904, which provided that a General could be removed if found mentally or physically unfit. The High Council will address itself to the latter point.

The deed, incidentally, provides that a majority of three-fourths of the Council shall be necessary to remove a General.

Wider Question.

The question of General Booth's physical fitness to continue has raised the wider question whether the administration of the Army, which is now a religious and social force all over the world, should not be placed on a more democratic basis. Strong American feeling prevails on this point.

On the eve of the meeting, however, a medical bulletin has been issued, signed by two doctors, which says:—

"After having carefully examined General Booth on December 30th, we are of opinion that the General is making satisfactory progress towards recovery. His physical condition, though still poor, is gradually improving. His illness has followed the expected course and there is every reason to believe that General Booth should be able to resume his work within six months."

Intellect Unimpaired.
"As there have been rumours that the General's mental powers have been affected, we take this opportunity of stating there never has been any question of mental incapacity. His intellect remains unimpaired."

"He is now well able to give decisions and advise on important matters, but it is advisable that he should have as much quiet as possible and not be burdened with unnecessary anxieties as this will tend to retard recovery."

The signatories are Doctor Weir, who is Physician to the Prince of Wales, and Doctor Milne, who has been the doctor in attendance on the General for many years.

The bulletin will be presented to the High Council and must have an important bearing on its decisions.

Council President.

Commissioner Higgins has been elected president of the Salvation Army High Council which opened at Sunbury Court to-day, to consider the question of the leadership of the Army. All the delegates have been pledged to secrecy.

EGYPTIAN COTTON FOR RUSSIA.**BIG FUTURE PURCHASES.***(THROUGH REUTER'S AGENCY.)*

CAIRO, Jan. 8th.

Approximately 30,000 kantars of cotton in January futures at \$32.50 a kantar have been sold by the Government to a Russian company. The latter made a deposit of \$25,000,000.

GOOD WISHES FOR ALEXANDER.**HEALING POLITICAL DISSENSION.****"DAILY HERALD'S" CRITICISM.***(THROUGH REUTER'S AGENCY.)*

LONDON, Jan. 8th.

Mindful of the fact that the first shot of the Great War was fired at Sarajevo, newspapers are devoting considerable attention to the setback to democracy in Serbia. The *Daily Herald* speaks of muzzling the nation, but the others wish King Alexander good luck in his attempt to repair the damage wrought by political dissensions.

Telegrams in Brief.

A direct cable service between London and Singapore has been established, thus eliminating the necessity of relaying.

The wireless telephone service between Holland and the Dutch East Indies was officially opened to the public at The Hague on Monday. Speeches were delivered by the Minister of Public Works and the Minister for the Colonies, to which the Governor-General of the Dutch East Indies replied.

The Chilean volcanoes, Calbuco and Puyehue, are in eruption, and considerable alarm has been caused in their immediate vicinity. Several persons have been killed, while the losses in live-stock and property are reported to be extremely heavy.

Fifteen hundred U.S. Marines have been ordered to be withdrawn from Nicaragua as soon as transportation can be arranged. These Marines have been in Nicaragua for over two years. There will still be 3,500 left.

Mr. Arthur Young, the Director of the Economic Division of the State Department, has resigned in order to accompany Professor Kemmerer to Nanking as adviser regarding the public finances of the Chinese Government. The two American economists are expected to stay in China for at least five years.

Lady Bailey, the wife of Sir Abe Bailey, who reached Paris yesterday on her return flight from Cape-town in a light Moth aeroplane, was unable to proceed to London to-day owing to fog.

Mr. Clarke Hall, the Old-street Police Court magistrate, speaking at a meeting of the Women's Freedom League in London, produced figures showing that the children of Melbourne were eight times as bad as the children of his district. He said that he had been told by a visitor from Melbourne that the children's court there sat every day, and about 4,000 cases were heard every year. In his district he sat only once a week, and dealt with about 500 cases a year. Both in his district and in Melbourne there were roughly 1,000,000 people.

Though he had always believed his children to be the best in the world, he found it hard to believe that Melbourne children were eight times as bad. The great bulk of criminals began their career at a very early age. From the social point of view, therefore, the children's courts in England seemed to him to be the most important. There were two dangers to be avoided in conducting the children's court, excessive harshness and carelessness about bringing children into court. Even the police did not like bringing children into court if they could help it. They were told by learned persons—headmasters and headmistresses of public schools—that one way to produce good citizens was that children should have plenty of games. That was the great paradox. He was not saying it was not true, but if it were true, what about those children in the slums, who lived three miles away from any place where they could play organized games? If playing games were essential to the development of character, the amazing thing was, not how bad East End children were, but how good. They got a bit of old newspaper, tied it round with string, stuck up two coats, and tried to kick the newspaper between the coats. They were immediately arrested for playing football in the street.

LOCAL FOOTBALL.

TO-DAY'S FIXTURES.
INTERPORT TRIAL.

To-day at 4.30 p.m.:-

Interport Practice Game.

Selected Team v. Royal Navy, Hong Kong F.C. ground.

The following have been selected to play in the first Interport Trial game:-

Clarke; Wynne (Capt.) and Lai Yik Tat; C. F. Remedios, Hill and Hedley; Larkin, A. Gosano, Gold-man, Suen Kum Shun and Rocha.

Interport practices will take place on the Hong Kong F.C. ground every Tuesday and Thursday under Mr. R. Campbell.

Trial games will be played on Wednesdays until the Chinese New Year. All games will be played on the Hong Kong F.C. ground.

HONG KONG LEAGUE.

Division I.

(Kick-off at 4 p.m.)

Small Units v. R.A., Sookunpo ground. Referee: Mr. F. Smith.

The Small Units are still without a point in the League. The R.A. should keep the Small Units from securing that point to-day.

MID-WEEK LEAGUE.

(Kick-off at 4 p.m.)

P.W.D. Chinese v. China Athletic, China Athletic ground. Referee: Cpl. Sheard.

Hong Kong Police v. Hung Kui School, St. Joseph's ground. Referee: Sgt. Bunting.

Lam Long Wan v. South China, Caroline Hill ground. Referee: Cpl. Lees.

The above games complete the fixtures in the Mid-week League. Two games have been ordered to be replayed, South China v. Ewo and South China v. Hung Kui School. Dates to be arranged.

Should the Athletic take a point to-day they will win the League. A failure by them will bring South China in the running.

The following are expected to take full points:-

China Athletic, Hong Kong Police and South China.

M.C.L. FOOTBALL MATCH.

The Special M.C.L. Football Match, The Army v. The Rest, of the Colony, resulted in a sum of \$1,150.44, being handed over to the Ministering Children's League. The Committee are very grateful to all who supported this match and helped to provide this splendid donation.

BILLIARDS.

OPEN CHAMPIONSHIP FOR CHINESE.

The Billiards Championship of the Colony, for Chinese, conducted under the auspices of the South China Athletic Association, commenced on the evening of the 7th inst. with a match between Chung Chung Nin and Lou Foo Chung, which resulted in an easy win for the former by 600 to 420 points. Chung compiled breaks of 42, 20, 29, 33 and 39 (unfinished), the loser's best effort being 25.

In conjunction with the other rapidly growing activities of the Association, keen attention is being paid to indoor amusements, and the club recently installed two new billiard-tables and great enthusiasm has been created for this particular game.

With the present Championship Tourney in full swing, the Association's premises in China Building will be undoubtedly a rendezvous for local enthusiasts. All matches commence at 7.30 p.m. and the fixture for the first round is as follows:-

- January
- 9th.-Kwok Cheong v. Lee Wing Yiu.
- 10th.-Yip Ping Lau v. Lum Shiu Man.
- 11th.-Yeung Pak Nin v. Ng Sze Kwong.
- 12th.-Yip Ping Chuen v. Leung Hon Bor.
- 13th.-Sinn Chim Gap v. winner of 9th.
- 14th.-Ng Sze Cheung v. Leung Boon Son.
- 15th.-Wong Lau Yiu v. Tai King Hing.
- 16th.-Lau Po Yee v. Leung Kum Kwong.

INDIAN MESS RIFLED.

OVER \$1,000 STOLEN DURING NIGHT.

The inmates of No. 75, Wyndham Street, used as living quarters by the staff of Messrs. D. Chellam, the Indian mess merchants, awoke yesterday morning to find that the house had been ransacked, and about \$1,000 in money and property stolen.

A number of friends had arrived from India on the s.s. Kasad Maru, and were due to sail for Manila this week. They were made welcome and a "social gathering" took place lasting until 1 a.m. when they retired. The next morning the mess reported the robbery and on searching their clothes every one found that they had been robbed. One of the victims possessed some Christmas greeting checks, which were taken with the idea that they were bank notes. The police have been informed and have interrogated the servants.

LAWN TENNIS.

STRONG CHINESE PAIR FOR DOUBLES.

THE PROSPECTS DISCUSSED.

A formidable Chinese combination for the forthcoming Open Doubles Championship of the Colony has been formed by the partnership of Ng Sze Kwong and Ho Ka Lau, who are now regarded as the leading players of their community. Both are well known local players, but this is the first time that they will be playing together in the Open Championships.

The Open Doubles should be particularly interesting and there will be a number of strong pairs of whom Ng Sze Kwong and Ho Ka Lau; Dr. Tetenham and Major Leuear; and the Rumjahn couple appear at present, to be the best. The U.S.R.C. pair have beaten the Indian pair twice, but a few days ago they went down to Ng Sze Kwong and C. Chon in a friendly match, and as Ho Ka Lau is better than C. Chon at singles, he and Ng Sze Kwong are expected to do very well. But the Rumjahn, are not out of the running, and of late they have been picking up their old form.

YACHT CLUB ROWING NOTES.

[By "SLOW FORWARD"]

The next date to which rowing members of the Yacht Club are looking forward is the 19th January, when we meet our old rivals, the Canton Rowing Club, on their own water.

To revert to the small regatta held on December 22nd, the three races that took place that afternoon yielded good fun, particularly the Scratch Fours in the half-mile scurry at the end. The shuffling up of the crews—also, no doubt, the decision to reduce the length of the race to half a mile, resulted in quite a cheery race, with nevertheless a close finish.

The newspaper reports very rightly emphasised the superior polish of the German Four and Pair, full marks to them for so decisively winning both the International races, but I think our Sunday paper rather missed the bus when it spoke of the other national crews working up to "whack the Germans" in the future. These regattas, and in fact the efforts of the Rowing Committee and members generally, are for the purpose of getting people down to the Club, keeping up keenness and advancing the standard of rowing, and while of course there must be rivalry, the last thing we want is to have the Rowing Section divided into separate camps, each out to do the others down. General experience is what most people need and the best way to acquire this here is to go out paddling as often as possible in different company. There used to be much more of this "pleasure-paddling" a few years back than there is now, which is a pity as, even taken gently, it keeps one surprisingly fit against the time when real training begins.

The crews have settled down to work for their races against Canton on January 18th, the inter-Club programme being Senior Fours and Pairs and Junior ditto. The Senior Fours will be stroked by L. E. Ride, and Swann rows behind him at 3, Crawford at 2 and K. S. Robertson, bow, make up the crew, with Len-foy in his usual place as cox. (I understand the last-named won't get into a boat now without his Mother-sillie). Deyle and Schmidt are together again as the Senior Pair, with Schram as the cox.

Quite a stout Junior Four has been picked, comprising Sporleder (stroke), G. T. Padgett (3), who sportingly volunteered for training after a long absence, Kendrew (2), who was stroke of the successful Ewo crew at the Opening Cruise, and Chambers (bow). Also from Ewo. As regards the Junior Pair, the final selection from those in training has yet to be made.

One has not heard anything yet of Canton's activities, but no doubt they will be putting out some smart crews as in former years, so it behoves those in training here to take no chances.

SOLD OR KIDNAPPED?

WOMAN WITH FOUR CHILDREN DETAINED.

The police detained a Chinese woman passenger on the s.s. Shantung yesterday evening just before the vessel sailed. The woman, who had four children with her, admitted they were not her own said that she had bought them and was going back to Amoy. The case will be placed in the hands of the Secretariat for Chinese Affairs.

The woman states that she can produce documents proving that the children were sold to her and have not been kidnapped.

CHINESE FIRM'S MONEY.

SERIOUS CHARGES AGAINST FORMER MANAGER.

DEFENDANT COMMITTED FOR TRIAL.

Proceedings in an alleged embezzlement case opened before Mr. R. E. Lindsell at the Central Magistracy yesterday morning, when Mr. F. C. Jenkin (instructed by Mr. F. E. Nash) appeared for the prosecution of a Chinese named Lo Kung Pak. The defendant was charged with forgery, uttering a borrowing note for \$1,000 purporting to have been made by the Kwong On Yuen firm in favour of one Chan Chu Fong, and on three other counts of embezzlement involving a sum of \$813.

Mr. C. A. S. Russ appeared for the defence.

Opening the prosecution, Mr. Jenkin said that the case arose out of a partnership in the firm of Kwong On Yuen, pig dealers, of Centre Street—a firm formed in March, 1927 with about ten partners and a nominal capital of \$30,000. The defendant was the holder of \$8,000 of the capital. Later he put in another \$360 and became the largest shareholder with the exception of one Wong Shui Chuen, whose share was equal to the defendant's.

Shortage Of \$7,000.

The defendant was the manager of the firm and had charge of the inner counter and of the firm's cash. His duties would be to receive from the outer counter the collections every day and put the money in the safe, the key of which was kept by him. Another part of the duties of the defendant was to collect outstanding accounts due to the firm and hand the money to the outer counter clerk with a list of the collection. At the end of the day the money would be handed back to the defendant to place in the safe.

At the end of the year since the firm started business, Mr. Jenkin alleged the defendant had misappropriated the sum of \$7,000. That was not the subject of the present charges, because it was subject to a special arrangement to which reference will be made later.

Early in February, 1928, a letter was received by Wong Shui Chuen, the principal partner of the firm, from the defendant disclosing that he had misappropriated the money, and asking that the money be treated as a loan to the defendant by the firm, with a suggestion that the transaction be entered in the books as such. Defendant was then away in Pakhoi. On his return six weeks later, Wong Shui Chuen told the defendant that he did not agree to the proposal and advised him to make a settlement.

Apparently with the object of keeping these defalcations from the knowledge of the other partners, continued Mr. Jenkin, the books were made to show that the money was still in the firm's safe.

Further Defalcations.

On July 24th, another defalcation occurred after a sum of \$2,000 was handed over to the defendant by the outer counter clerk. Defendant paid out \$1,200 of this sum the next morning, but later in the day was unable to supply further money when required. When he was spoken to about it, he stated that he had put the money to his own use.

From that day, July 25th, Mr. Jenkin said, defendant was removed from his position as the person in charge of the cash and was given the work of collecting outstanding accounts. Wong Shui Chuen took charge of the duties performed by the defendant, but at this date, although there was a shortage of \$8,000, he was still shielding the defendant by making short loans from other people to tide the firm over until the defendant refunded the money.

In November the defalcations were discovered by the other partners. A meeting was held by the partners to consider what was to be done, the defendant also being present. It was then decided to remove the defendant from the management, and Wong Shui Chuen was asked to make arrangements with the defendant for the refund of the money. Defendant and Wong Shui Chuen met several times, and the defendant transferred to the firm his \$8,500 share and was credited with \$3,250, the nominal value of the holding at the time. A promissory note was tendered for \$4,981.48.

Shortly after this, Mr. Jenkin said, it was discovered that the defendant had embezzled \$11,000 by failing to account for money collected by him and which he should have turned over to the outer counter clerk. Defendant made out a list of the monies used by him, which Mr. Jenkin said he would produce, and from this only four

(Continued on next column).

CHINA MERCHANTS DISPUTE.

SHAREHOLDER'S STATEMENT TO NANKING.

"CAPITAL BEING DIVERTED FROM SHIPPING."

The dispute between the Director-General, Mr. Chao Tieh Chiao, and the shareholders of the China Merchants S.N. Co. continues and bitter denunciations against each other are being sent to Nanking.

The latest development is a message addressed to the Government by Mr. Chiang Chen Ei, who says that he has been authorized by the shareholders to bring the matter before the attention of the Government.

"The National Government promised to take the necessary measures to effect reforms and to maintain the status of the Company, but, to the present, nothing has been done in this connection. Shareholders of the Company are not permitted to hold meetings to discuss questions relating to the Company in which they have invested their money."

Numerous capitalists have expressed their preparedness to invest money in Chinese shipping ventures because they realize that this is a most important branch of China's domestic and foreign trade. However, since the China Merchants S.N. Co. was brought under the directorship of the Government they expressed their disappointment and decided, instead of investing their money in Chinese shipping concerns to deposit their capital in foreign banks.

The Company's Misfortunes.

Since Mr. Chao Tieh Chiao's appointment as Director-General of the Company, many things have been done without the consent of the Board of Trustees. Furthermore, many unfortunate things have occurred. The Kiang was found smuggling salt and the Kiangnan, opium. The Hanchi was totally pirated and destroyed. Two steamers have been wrecked and two others have collided.

"Attempts by the shareholders to express their views in public have been suppressed through the effective censorship of Mr. Chao Tieh Chiao. It is disgraceful that, under the National Government, the people should not be allowed to appeal to their Government."

"We earnestly pray that you will take steps to remedy these matters and order an investigation."—N.C. Daily News.

Items were taken for the purpose of the present case.

An Alleged Forged Chop.

In connection with the removal of the defendant from his post, it was necessary to inform the customers that a new chop would be used in future in acknowledging the receipt of money. A letter was sent out announcing the change, a result of which was that one Chan Chun Fong went to the shop and made enquiries about a borrowing note for \$1,000. This man was told that the note did not bear the chop of the firm. There were eleven chops in use by the firm. The evidence would be that the chop on the borrowing note was not that of the firm, and was, in fact, a forgery.

A result of Mr. Chan Chu Fong's visit, Mr. Jenkin continued, was that he instructed Messrs. D'Almeida and Mason to write to the firm demanding payment on the note, and a reply was sent by Messrs. Woo and Nash, on behalf of the firm, to the effect that the note was not one of the firm's. Chan Chu Fong then looked for the defendant and mentioned the refusal of the firm to honour the note, whereupon the defendant took away the note and gave a personal note together with two months' interest then due on the note.

In conclusion Mr. Jenkin said that the defendant was arrested the next day and the forged note was found upon him when he was searched.

Principal Partner's Evidence.

In the afternoon Chan Chu Fong, the principal partner of the firm, gave evidence which in the main bore out Counsel's opening of the case. Witness said that when he refused to agree to defendant's suggestion to regard the shortage of \$7,000 as a loan, defendant promised to make every endeavour to find the money.

In cross-examination by Mr. Russ, witness said that he did not have the defendant shut up in the shop for two days after the defalcations were discovered. Witness admitted that the defendant was in the shop for one or two days.

Mr. Russ: While he was detained he assigned the shares and gave a promissory note?—Yes.

You knew at the time that the accounts were wrong?—Yes.

Witness added that the further defalcations were noticed after the documents were signed. Further, that the majority of the partners agreed to the defendant being prosecuted.

After hearing further evidence, the defendant was committed for trial at the Criminal Sessions.

CHINESE NEW YEAR BAZAAR.

WELLINGTON STREET BANNED.

PROTEST FROM CHINESE MERCHANTS.

As most of us know a bazaar is held every year four or five days before Chinese New Year, and between Wellington Street and Bonham Strand, East and West, one can purchase everything useful or otherwise, or as the saying goes "From a needle to an elephant."

There will, however, be a slight change this year, according to a letter read at the monthly meeting of the Chinese General Chamber of Commerce yesterday. Stall-holders have petitioned to the Chamber to intercede on their behalf because the Government has banned Wellington Street this year and they will not be allowed to pitch their stalls in that road.

The reason given was "that the Government has opened Wellington Street to motor traffic, and owing to the road being so narrow it was not thought advisable to allow a bazaar to be held there. This, the stall-holders said, was showing favour to the motorists, and depriving honest business-men of the chance to make a few dollars on those days. They contended that the motorists could have the use of the road all the year round and that it would be no hardship if they were shut out for a few days. As a matter of fact, they said, that the road is absolutely unsafe for motor traffic and that it should never have been allowed there.

(Continued on next column).

THE JUDGMENT OF SOLOMON.

OVER A PIG "KEPT IN THE PARLOUR."

A village gardener of Kowloon Tong happened to find his pig—a sow—near another villager's hut, after she had been missing since New Year's Day. He had the man arrested and charged before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday.

The Police Test.

Sergeant Weymes, in evidence, said that the police carried out a test with the idea of establishing the ownership of the sow. The pig was taken to the defendant's hut where it was placed amongst a litter of six pigs. The little pigs refused to accept her as their mother and ran away from her. The same test was carried out at the complainant's hut. Here the sow showed annoyance when the little pigs began to suckle and kicked one of them.

The complainant called two witnesses who stated that they recognized the pig by the white spot on its forehead, which brought the suggestion from the Magistrate that the police should procure several other pigs and hold an identification parade. The Magistrate, however, adjourned the case for the police to inspect that defendant's pigs and to see whether any others had white marks on their foreheads.

The letter concluded by asking the Chamber to take the matter up with the Government, and that if they could not get the Government to close the road to motor vehicles altogether, a concession should be made for them to hold a bazaar there for the usual few days before Chinese New Year.

The Chamber will make representation to the Government.

WANCHAI MURDER.

MISSING AMAH ARRESTED AT FATSHAN.

The amah who was found missing when an elderly Chinese lady was found murdered about a week ago at her home in Wanchai was brought back to the Colony last night on the s.s. Lungshan, having been arrested at Fatshan, by a party of local policemen in charge of a European officer.

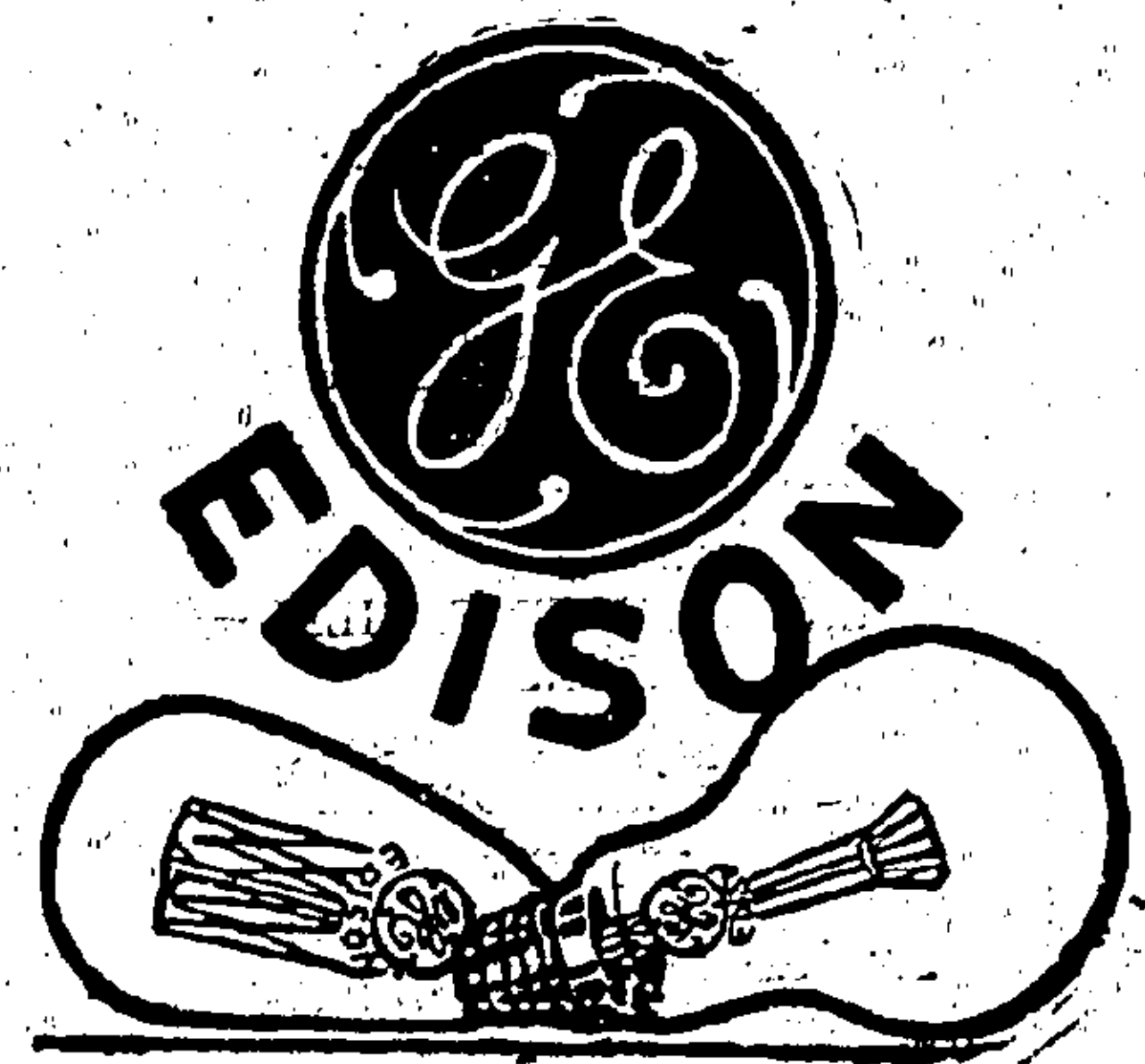
In consequence of information received the police left the Colony during the week-end for Canton where they succeeded in locating the amah.

The murdered woman was found strangled in her bed-room on the morning of December 31st, by her grandson when he went to wake her up for breakfast. The deceased was grandmother of a large family who lived next door, but they and the adjoining neighbours, said that they heard nothing unusual during the night. The old lady's property and jewellery valued at over a \$1,000 were missing. The household amah, who has just been arrested, had also disappeared. She had been for several years in the employment of the dead woman.

A woman who was summoned for telling fortunes at Sheffield was charged with "pretending or professing to tell fortunes and using subtle crafts, means, or devices, by palmistry or otherwise—to wit, tea leaves in a cup,—with intent to deceive and impose on certain of His Majesty's subjects." The prosecuting solicitor said the woman's patrons paid her a shilling or 3d., whichever they thought she was worth. He did not propose to go over the nonsense about "six pleasant surprises" which she told a woman. The defending solicitor said the woman did not know of two surprises in the form of summonses which she was going to receive. She believed that what she told her clients was legal, but he personally could tell her, without shaking tea leaves, that it was not. The defendant was fined five shillings.

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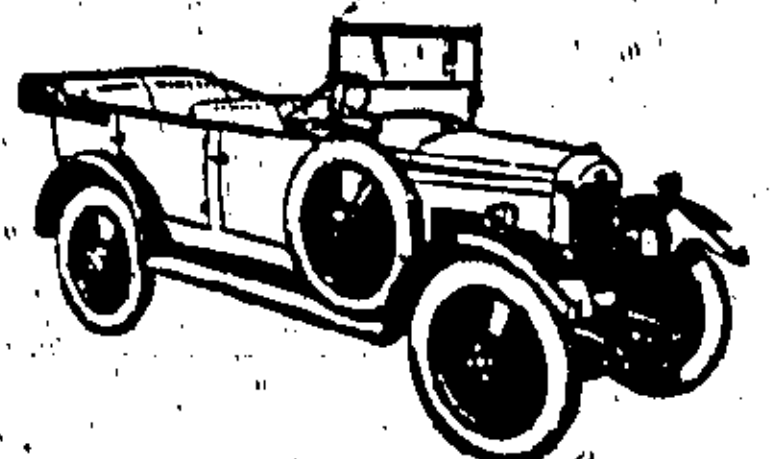
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THE "ULTRA" CLASS OF CARS.

WONDERFUL NEW YORK SHOW.

Showing a wide variety of ultra-luxurious automobiles, many of them foreign made, the 24th annual "Automobile Salon" was held in the Hotel Commodore, New York, last month, as a prelude to showing the same group of cars in half a dozen of the principal cities of the United States. It is considered the most fashionable automobile show held in America, and is devoted entirely to custom-built bodies on the best made regulation chassis, costing from \$5,000 to \$22,000 and even more.

Later in the season the regular Automobile shows devoted entirely to factory made bodies and cars will be held for the particular benefit of the more than 20,000 automobile users of the United States, thousands of whom will be purchasers.

The "Automobile Salon," however, is held for the especial benefit of the relatively few purchasers of ultra-luxurious automobiles, although it is attended by thousands of users of cars in the \$1,500 class who get pleasure from inspecting the costly cars in the \$15,000 range.

The salon is held to be the criterion of the American automotive world, inasmuch as every important chassis development and every new design and style in coachwork during the comparatively short history of the automobile industry, have made their debut at the annual show.

From these especially designed and expensive types spring the body-building styles in the less expensive standard-make cars, which are turned out by the hundreds of thousands in mass production. The bodies of the cheaper cars are, of course, copied to some extent; the cost of producing one of the latest bodies for higher-priced cars alone usually exceeds by two or three times the cost of complete standard-make automobile.

The outstanding characteristics of the latest in expensive coachwork is to be found in the smartness of the lines, the rich colour schemes used in care for formal purposes, of scintillating brilliance for sport usage, the interiors with upholstery, linings, hardware, inlaid wood or broad lace paneling and general fittings artistically designed with seat springing and stuffing arranged for the maximum of comfort.

Changes in Coachwork.

Two outstanding changes are to be found in the new coachwork styles. The first is a general trend toward the convertible type of body, the second, a successful effort toward securing greater passenger comfort. Designers of the new bodies explain that it was once the practice to design a beautiful body and then arrange the seating inside it. They say this has changed now; the seating is first arranged and the body designed around the seats. The result, they say, is a much higher degree of riding comfort.

Other new features have been incorporated in the latest body designs for further passenger comfort. They include narrow pillars and wide windows for increased vision; various ventilating devices; adjustable and form fitting seats; arm rests both stationary and folding in the rear seats, which are stuffed with sponge rubber.

All types of closed body designs are represented in the show—town cars, landaulets, broughams, imperial, sport sedans, limousines, coupes and cabriolets—each displayed in models ranging from conventional richness to luxurious splendour.

Some Sensations Of The Show.

Many new novelties are displayed on the new machines, such as snake-skin upholstery, auxiliary tonneau seats with adjustable high back, raised crest panels on doors and round door knobs.

It would be impossible to describe even briefly all of the various new body designs on display at the Salon.

One of the outstanding creations is an aero-phacton, a four-passenger affair, by Lebron on a Lincoln Chassis, done in aluminum and green costing \$10,000 and capable of travelling 80 to 90 miles an hour. It is designed after an airplane, the back forming a rudder

and wings in aluminum. This has proved one of the sensations of the Salon.

Isotta Fraschini has several outstanding designs. One, a roadster-coupe, with a right hand drive, was sold the first day of the Salon to a Pittsburgh department store magnate for \$18,500. This car is finished in a majestic grey, of 8-cylinders, 125 horsepower, with a 148-inch wheelbase, the body built in Milan, Italy. The grey body is set off by aluminium artillery wheels. It is a low rakish machine, with a gently sloping rear, and giving the appearance of superb power. The engine hood is as long as the rest of the car and the inside is finished in leather. The windshields are split, adjustable, and give ample vision. The rumble seat fits snugly into the curved back and compartments are provided for golf clubs and cocktail shakers. Most of the interior hardware is finished in gold and silver plating.

Another Isotta Fraschini creation, the Derham-Floyd sport convertible four-passenger, costs a mere \$18,800. This is a magnificent automobile, finished in scarab yellow, the hood of hand-hammered aluminum, mud-guards of elk horn tan, without stripes. The body is hand-built throughout and presents a racy, luxurious appearance. This model is extremely low and long, the engine hood being 55 inches long from bands to radiator tip. It is a peculiar design, in that its builders claim it is an open automobile which can be closed rather than a closed one which can be converted into an open one. It is upholstered lavishly in colonial grain brown leather, the inside hardware finished in antique, hand-hammered silver. It has cigar-lighter, arm rest, folding single windshield with a front seat adjustable four inches for driving comfort. Two cabinets are placed on the front dashboard and on the back of the front seats for valuables or liquids. It is the sort of automobile one would expect to see royalty use.

All of the Isotta Fraschinis are capable of 100 miles an hour. They range in price from \$18,500 to \$18,000. The sedan and convertible town cabriolet are the last word in luxuriousness, the sedan finished in dull grey-blue and upholstered in blue-grey leather to match. Nickel and silver are lavishly in evidence all over the body.

Only Twenty-Five Thousand Dollars, Gold!

Lancia-Castagnan has a beautiful convertible town brougham on display, but no price could be obtained on it, although it was one of the finest appointed automobiles in the entire Salon display. It will probably cost between \$20,000 and \$25,000. The machine has not the racy appearance of some of the other cars shown, but is outstanding in completeness. The body is of dull grey with wire wheels and grey plush upholstery. The two back seats are individual for comfort. It has an exceptional low centre of gravity, although it seems to be a somewhat heavy car. It is powered with an eight-cylinder, valve-in-head motor, developing a high speed of about 80 miles an hour. It has a left-hand drive, electric signal device for slow, fast, stop, turn around, right, left, signals and carries six passengers comfortably. Cabinets are provided for glasses, mirrors, combs, brushes, perfumes and powders. Metal parts are finished in silver.

Renault and Minerva attracted unusual attention with their latest designs. The Renaults are more or less quietly toned in colour effects, although the interiors are upholstered beautifully. Minerva was striking in colour creations and the long, low, speedy design they present.

130 Miles An Hour.

Stutz created a sensation with a new Blackhawk four-passenger roadster at \$10,800, the most expensive of the line, and with a compact, light blue brougham with bright red wire wheels at \$7,500. The roadster is cream coloured, with black stream lines. It is long and low and looks the part claimed for it—130 miles an hour guaranteed. It has wind deflectors in front and one for the rumble seat. Lebaron designed the body, but there is not too much leg room in the rear. However, it is low, and speedy looking and has been a favourite at the salon.

Packard has some notable creations. The convertible sedan for five passengers, finished in Devonshire cream, upholstered in green.

(Continued on next Column).

MOTOR NOTES

CONTROL OF MOTORISTS.

LORD CECIL'S STERN MEASURE.

The motorist had a bad time of it in the House of Lords recently. Boorishness, recklessness, and ignorance were freely imputed to him, and his doings were called a disgrace to civilisation and an outrage on humanity.

Equivalent strictures were probably passed on inconsiderate chariot drivers along the Appian Way. On the other hand, it is notable that the Assembly responsible for these latest censures itself uses motor-cars almost to a man. Viscount Cecil's Road Vehicles Regulations Bill, the purpose of which is to diminish accidents, struck the Peers as a mixture of freakishness and sound sense.

Into the first category went the suggestions to fit every chassis with a mechanical check on running speed, and to sink potholes near highway danger spots that would not only slacken traffic, but break its springs and axles.

But the provisions for examining into the skill and health of intending drivers, for compulsory insurance against third-party risks, and for frequently suspending the licences of the dangerous and incompetent, gained a good deal of favour.

blue, is a magnificent automobile combining both power and utmost in comfort. It sells for \$7,005. The Victorian-Dietrich combination phaeton-touring-sedan for four passengers is finished in maroon with red wheels and sells for \$8,690. A convertible coupe finished in rose-tan with wire wheels, a neat and compact body, selling for \$5,770, attracted wide attention. All of the Packard line are in eight-cylinders, with speed ranging up to 85 miles per hour. Packard also had several town cars and sedans, luxuriously upholstered and finished in blue, tan and black for five passengers.

Cadillac present an all-weather phaeton in combination light and dark blue, upholstered in blue to match, with wire wheels and costing \$8,475.

Lincoln had a convertible coupe in black and orange with black upholstery, which was popular. This car, priced at \$6,600, has a rumble seat and can make between 75 and 80 miles an hour.

Pierce Arrow's semi-convertible coupe done in alpine green with wire wheels was one of the most popular models. It sells at \$7,100.

Rolls Royce had the usual lavish display of expensive machine, and some of the body colour designs this year were outstanding at the show. The bodies on all Rolls Royces are done by Brewster. The special sports speedster was the most unique, finished in sea-foam blue with room for six passengers provided by an extra folding seat between the front and rumble seat, which can be covered by the hood for rainy weather. This car sells for \$18,855. The brougham is another finely appointed Rolls Royce, finished in black, with the back of the car designed in basket-weave colour effect. The upholstery is tan and the car has auxiliary opera seats, inlaid redwood panels and wire wheels.

A Holbrook custom-built convertible coupe on a Franklin chassis finished in cream colour with pinnales leather upholstery was extremely popular. Black lines running stream-like along the body offset the cream colour and gave it a speedy appearance. It has wire wheels, air-cooled motor and sells for \$5,725.

From New York the show will go to Chicago, Los Angeles, and San Francisco.

Dr. Weiss, of Manchester University, addressing pupils of the Strand Grammar School discounted the idea of memorising to the exclusion of thinking. The university, he said, did not welcome boys and girls who were stuffed with knowledge but did not think. There was evidence of thinking in scholars when they asked questions. They should be constantly asking the why and wherefore of things. Examinations were bad if they only tried to find out how many facts the scholar had learned; they were good if they tried to get out of a scholar the power of thinking. Dr. Weiss encouraged pupils to remain at school during the interim between matriculation and entering the university, but deprecated narrow specialisation. There was now the general opinion, he said, that it would be better to broaden the subjects and that it was essential that those who were going to take up science and chemistry should study the German language before they went to the university.

303,000 Accidents Annually.

To prove that motoring had become a credible seriousness, Lord Cecil recalled that each year brought 300,000 road accidents, that ten persons were killed a day in daylight hours, and that every succeeding minute saw some mishap to person or property.

"So," he added grimly, "several accidents have already occurred during my speech."

His phrase about "children covering in ditches" invoked a swift picture of the roads, which he insisted are barred to many of the King's subjects. "I heard," he said, with that high-pitched break which comes in the voices of each of the three Cecils when indignation visits them, "of a car that can go 120 miles an hour. It is an outrage."

With the authority of the A.A., the Society of Motor Manufacturers and many other organisations behind him, Lord Denman, a Liberal, asked the Peers to reject the Bill. His remedy lay in stiffer penalties for bad driving.

Incidentally, Lord Denman gave a free diploma to the London "bus driver as the best on the roads, and assessed the taximan as highly skilful, but rather rash.

Lord Buckmaster, another Liberal, had quite a different tone; he is ready to fry the motorist in his own petrol.

The average car-owner's notion that pedestrians must scurry out of his way "like black beetles from a broom" the ex-Lord Chancellor denounced as a fantastic perversion of Common Law rights. "They cut the ugly black scars, called motor-roads,

through the face of the most beautiful country, and then," frowned Lord Buckmaster, "prevent others using them."

The former supreme head of the Judiciary has had the misfortune to be fined £1 for an inadequate number plate. Lord Buckmaster contrasted his penalty with the £2 fine on a drunken man who drives down Edgware-road. The Peers shared his indignation. They felt it monstrous that

Rolling down the Ratchiff Highway, Drunk, and raising Cain, can be managed nowadays for only £2, if the rolling is done in a motor-car.

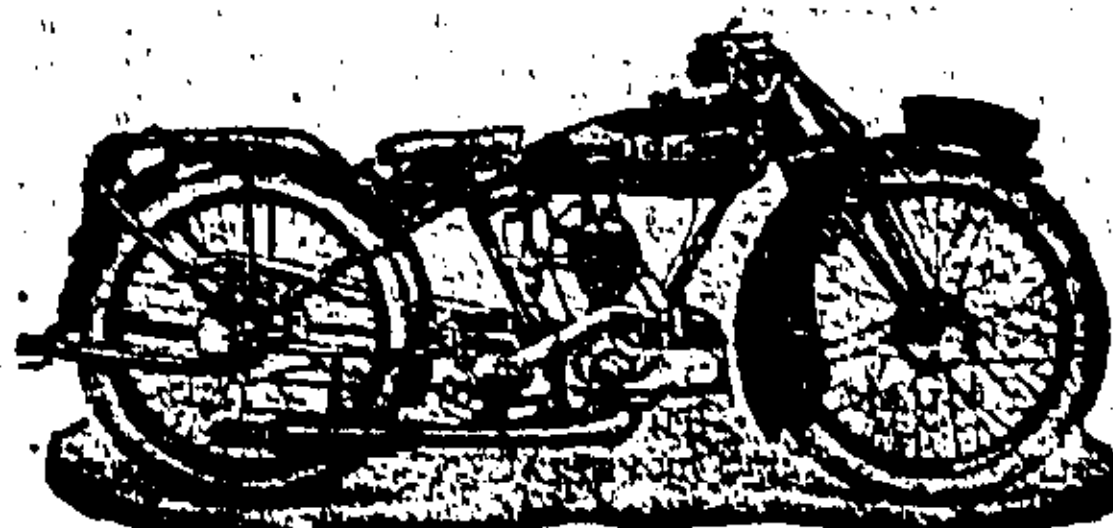
Government Decision.

Lord Bamber, with regretful memories of his coaching days, owned that he walked about London in hazard of his life—a hazard which one-way traffic had aggravated; and then the Marquess of Londonderry summed up for the Government.

He refused the Bill, not because its ends do not command sympathy, but because its means are unsuitable. The Government, however, are "alive to the problem and giving it attention," and he reminded the House that a Royal Commission is sitting, whose advice it will be best to wait for certainly nothing can be accomplished in this final Session.

The Peers decided to allow Lord Cecil's Bill a second reading on the understanding that its drastic clauses are examined by the Royal Commission or a Select Committee. "Safety First" is the motto of the Upper House.

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DIPPING AND DIMMING.

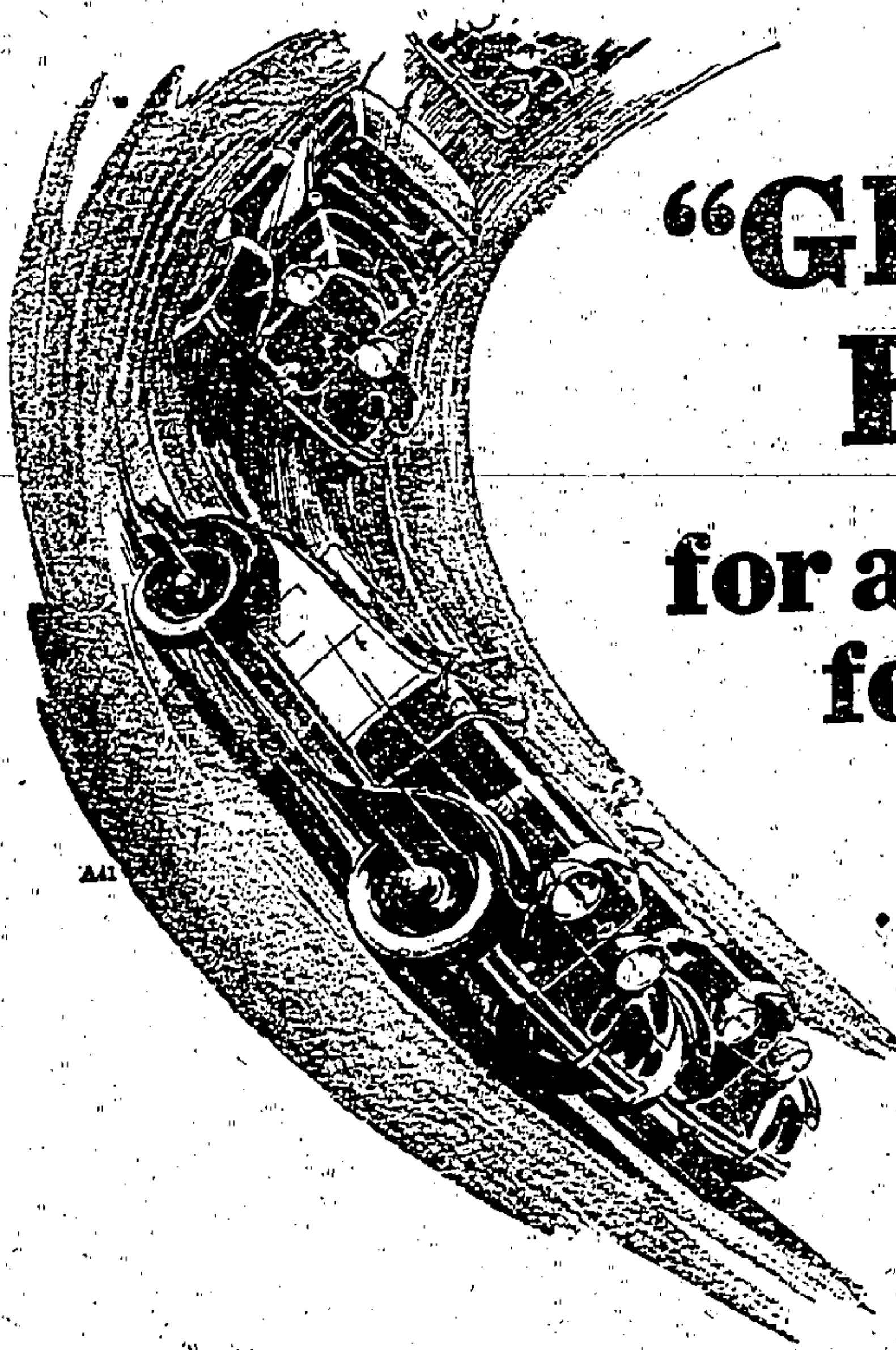
A QUESTION OF ETIQUETTE.

"I find it a little hard," writes "Motorist" to a London paper, "to master the etiquette of dipping headlights. I don't do much driving at night; but when I do I'm ready to dip to anybody without introduction. Now, though most drivers dip or dim in reply before they pass me, there are others; and if you dip without eliciting a response you are in the very deuce of a hole. The other man's headlights nearly blind you, and if your own are turned down on the road you can't see half a dozen yards ahead.

In the gloom there may be a cyclist or a pedestrian, and the only thing to do is either to brake hard or to put your own lights up again. I have found that some of the worst offenders are drivers of cars with very light and powerful lamps; but perhaps their mine of omission are more noticeable."

The "Borrowing" Of Motor-Cars.

Once again the plea that a car was only taken "for a joy-ride" has been successful. Two young chauffeurs were acquitted at Liverpool Assizes of stealing a motor-car, the jury delivering their verdict without leaving the box. The two men in question took a doctor's car from a parking-place in Liverpool, and were eventually discovered six miles outside the town embracing two girls. The car was near by. No doubt these two men had no other wish than to impress the girls, but what was fun for them might conceivably have been serious for the doctor's patients. "Joy-riders" in other people's property should receive a sharp reminder, in the form of a fine, that they cannot make free use with what that does not belong to them. The "joy-ride" defence should be discouraged because it can be so easily abused by real thieves. Theft of motor-cars is rapidly on the increase; and the police cannot stop it while judges, magistrates, and juries are so ready to believe that cars are taken in a joke and not with felonious intent.



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for any class of car
for all time!"

...International Association
of Recognized
Automobile Clubs
(PARIS)

STUDEBAKER'S new President Eight recently raced 30,000 miles in 26,326 minutes! Not a special hand built model, stripped for speed, but four strictly stock models—each traveled this distance at better than a mile a minute average speed. The cars were selected at random by officials of the American Automobile Association who supervised and certified the greatest record in the history of transportation.

The two Studebaker roadsters averaged more than 68 miles per hour, the two sedans averaged 64 miles per hour for 19 days and 18 nights! With such phenomenal performance, with the unequalled riding comfort of Studebaker's new ball bearing spring shackles, small wonder this great new President Eight is outselling every other eight cylinder car in the world!

Studebaker's Four New Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander (25,000 miles in 22,968 minutes); The Director (10,000 miles in 4,751 minutes); The Enclave (10,000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

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MOTURING TROUBLES.

IMPORTANCE OF TYRE PRESSURES.

Care-free motoring is something we shall never attain in absolute degree. Wherever there are moving parts of machinery—and a car is full of them—there is friction and consequent wear. The vibration to which a car is subject when on the road loosens nuts and bolts, and squeaks and oscillations develop. A neglected battery may set up serious trouble, and we are never sure of the life the tyre will give nor of our freedom from punctures. These things rule out a positive and absolute freedom from trouble, but none the less it is possible to obtain care-free running in large measure. The progressive advance of friction can be checked by the use of oil and grease, a battery that is intelligently worked and kept topped up will give a long and satisfactory life, and a spanner will repair the effects of vibration on the chassis and the bodywork. We call all this maintenance work, but it is trouble in degree according to whether we do it regularly or merely intermittently.

But it has to be admitted that the care of tyres leaves something to be desired. We treat them unintelligently, perhaps because of their uncertainty of life, that uncertain factor of punctures. We too often trouble ourselves about them only when the tread is too obviously sagging; and when we have remedied this a careless kicking of the tyre is adjudged enough to test the pressure. There may be some excuse for neglect in that few hand or foot pumps but are laborious to use, and we still lack the means of harnessing the engine for this work of inflation. But for this neglect we pay; the account presented is not only for an unduly short life of the tyres themselves but for avoidable wear and tear on other parts of the car. We forget, or we do not realise, that we drive along the road at varying speeds and in changing conditions, a machine itself weighing fifteen, twenty, thirty hundredweights or more, with body superimposed, and in the body a few more hundredweights of passengers, and that tyre has not only to carry this load but to adjust it to the very varying conditions of road surface.

Causes Of Wear.

It may be argued that now we have such good roads tyre wear is decreased and in any case is a minor matter. But the very converse is the case. It is a curious but unchallengeable fact that the better the road the more rapid the tyre wear. This point is thrown into high light by the research work carried out by the Rubber Association of America, and the full findings of their investigations are well worth studying by every motorist.

It should be said that this increased wear is not due to the tyres themselves, but to new habits of driving that motorists have contracted. Good roads, the long smooth lengths, to which we are becoming accustomed, tempt to greater speeds, and in point of fact it is admitted that the average rate of speed has gone up by several miles. But that greater speed sets up more friction between the road surface and the tread, and a higher temperature, and these two factors, friction and temperature, appreciably shorten tyre life. Tests of tyres made in the same operating conditions show that whilst one set ran for 13,000 miles at thirty-five miles an hour, when the speed was increased to fifty miles an hour another set of tyres of identical quality lasted for 6,000 miles only.

A higher average rate of travel also means that there is more driving on the brake. The old motorist, in the days of rear brakes only, learned to decelerate before braking; the modern driver, with powerful four-wheel brakes, relies wholly on them, and does not trouble about decelerating when he wishes to check his pace or to stop. Allied with this is a much greater degree of acceleration; flashing acceleration is what is claimed for many modern cars, and they do in fact make a very quick getaway. But the two factors, together, hard stopping and smart starting, extract heavy toll from the tread. So does the modern practice of mounting a low body and securing a low centre of gravity. It is a comfortable thing for cornering and increases the speed of cornering within a wide factor of safety, but again we pay for it in tyre wear. And on top of all this we have the very common mistake of incorrect inflation. It should be obvious that to carry weight, to insulate it, at least in large measure, from road shocks, to adjust that weight, along with pace, in rapidly varying conditions—to meet all these conditions correct inflation is necessary. Correct inflation, in fact, may be regarded as the first essential of fool-proof motoring. But under or over inflation is much the more common practice. Both are evils. Under-inflation, spreading out the tread on the road surface and so giving a wider wearing surface, creates more friction, and more rapid wear is a consequence. There is also undue flexing of the walls, which sets up temperature, and temperature, as has been noted, is itself destructive. Over-inflation sets up a bouncing effect. The tyre cannot keep the road, but hops along it, hammering itself to a rapid destruction. Also it sets up very uncomfortable riding for the occupants of the car.

Correct Pressures.

The advice that motorists should pay close attention to pressures is as sound and as full of common sense as are the instructions of the car manufacturer on the matter of oiling and greasing. They have (Continued on next column).

FEW MOTOR-CAR SECRETS.

"HUSH-HUSH" POLICY DROPPED.

The day of the "hush-hush" policy on the part of motor-car manufacturers is, generally speaking, at an end, writes the *Daily Express*.

Too often in the past firms would keep a secret until the show, only to be inundated with orders which they could not possibly fulfil for many months afterwards—a fact which did not inspire the confidence of potential buyers.

Now that is all changed, and this year, more than ever, manufacturers have told the public in their pre-show announcements of 1929 programmes what they have to offer on the eleventh of next month.

Better Value.

Motor-car buyers are now assured of better value for their money than ever before. By this I do not mean that there are general reductions in the cheaper type of car; there are not. In fact, in many cases, "family" cars of varying classes show increases.

They are well worth it, however, giving as they do more comfort, better upholstery, increased seating accommodation, easier gear-changing, and many new labour-saving devices. In addition, manufacturers have paid particular attention recently to what has so often been the subject of criticism of the average British car, that is, the springs.

The Little Man's car varies in price from £112 to £305, and in the £305 class there is one 1929 two-litre six-cylinder of which I heard splendid accounts when in the midlands, and I am sure it will appeal more than ever to the motorist who desires a car of the highest quality at a reasonable price. Both interior and exterior, as well as mechanical improvements, have been made which will commend themselves to the man who does not mind spending a few more pounds on appearance, comfort, and utility.

Just one more point which all careful and safety-first drivers will appreciate. More and more firms are fitting dipping reflector head-lamps to the 1929 models.

gone so far as to prepare tables showing exactly what pressure should be used, according to the size of the tyres and the particular make of car and of coachwork they are used with. It is information that every motorist ought to know, but not always does he know it. Car manufacturers could help by including in all the instructions they give with the car, the correct pressures necessary for each model they produce, for front and rear tyres. For pressures vary between front and rear tyres, and between an open tourer and a closed car.

"WHAT HAPPENED TO JONES."

RECREIO AMATEUR PLAYERS CLEVER PERFORMANCE.

ENTHUSIASTIC HOUSE.

The opening night of the Recreio Amateur Players production, "What Happened to Jones," at the Star Theatre was well attended and very well received. The play, a farce in three acts, went well from the beginning and there was little evidence of stage fright or hesitation on the part of the players. They made their points well and waited, as amateurs often fail to do, for the laughter which greeted them. All the big cast are deserving of mention although perhaps the greatest praise is due to Frank H. Barnes, as Ebenezer, on whose shoulders much rested. Ebenezer, the unfortunate father of the family and brother of the Bishop, is on the stage nearly all the time, and has by no means easy role as a harassed and bewildered gentleman. Mr. Barnes was always clear and his expression and gestures did nearly as much as the words to make his part live.

A Bery Of Clever Ladies.

Another clever bit of characterization was that of Hetty Noronha as Helma, the Swedish maid, Miss Noronha and her twin sister are familiar figures in the Colony and it needed a real sacrifice on the part of this graceful young lady to play the grumpy Helma with so much spirit. Her every entry was greeted with laughter and she certainly did much for the merit of the evening.

Miss Sylvia dos Remedios made a charming and sprightly Cissy and Miss Olivia Barretto was charming as the stately Minerva. Miss Elda dos Remedios got over one very good scene when she quarrelled with her Richard and was always interesting to watch and spoke her words well.

The lady on whom the biggest burden fell was, however, Elfrida Osmond da Roza who took the rôle of Mrs. Goodly. She, like her husband, Ebenezer, is nearly always on the stage and unlike him she is not given anything very amusing to say. But she made her part interesting, her anxiety and her affection were excellently expressed and her concern for the Bishop very amusing. As Alvina, Starlight, Heracle Leites played her rather difficult part of the amorous, elderly spinster with spirit, achieving the very right mean between comedy and farce with considerable skill.

The Gentlemen.

Jones himself was admirably played by Mr. Leo d'Almada e Castro (Jr.). He was clear, breezy and absolutely sure of himself from the moment of his first entry. His passages with Alvina and with Cissy were both good and he managed to convey the difference between his genuine and his mock love making with real skill. The other gentlemen all played their parts well. Mr. O. P. dos Remedios as the Bishop was a most pathetically amusing figure and especially good in his final despairing appeal to the ferocious policeman (Mr. Alvaros) to "Take Me Away." As Richard Heatherley Mr. Leo Gumarcies had a difficult part, for he was not allowed to be either quite a Romeo, a villain, or a comedy character. Perhaps Mr. Alvaros might have allowed himself a little more warmth in the first capacity, but he did well all the same.

A really good comedy part is that of the sanatorium patient played by Mr. J. E. Noronha, and he provided the house with some moments of uproarious laughter. Mr. P. Nolasco da Silva made an impressive Superintendent of the Sanatorium although he only had a very short part.

The play was produced by Mr. M. de Carvalho and the organising committee was followed by Scenery: Mr. F. Baptista, J. G. d'Aquino; Property and wardrobe: Elfrida da Roza, Marie Leitao and Ellaline Osmond; Business Manager: J. E. Noronha; Publicity: R. A. da Silva and L. A. Rocha.

The company wishes to express their thanks to:—W. A. Ha nial and J. Robertson, Lane Crawford, Ltd., General Electric Co.

"MAN AND SUPERMAN."

ANOTHER MACDONA PLAYERS' SUCCESS.

That no matter how much a superman a person may think himself, he is sooner or later bound to be conquered by a clever woman, was successfully demonstrated in that superb comedy "Man and Superman," presented by the Macdonna Players last night at the Theatre Royal.

In spite of counter-attractions, the play drew a full house, and those who went there had a treat rarely to be found in Hong Kong. Terence O'Brien, as John Tanner, who fought for his freedom against the wiles of Ann, carried the house with his eloquence and clever acting. Stanley Drevitt as Roebuck Ramsden the pompous old friend to the Whitfield family played an important role extremely well. The other members of the cast were all in great form.

To-night this talented company will present "Candida," and judg-

ing from the reception accorded them since the opening, another good house is to be expected. Candida is one of Shaw's most delightful plays and the Macdonna players can be relied on to do it justice. Delightful Hong Kong Audiences.

We have received a letter from Mr. Terence O'Brien in which he answers the speculations of the critic of "Pygmalion" by saying that he is indeed of Irish birth.

Mr. O'Brien goes on to say, "May I add how delightful an Hong Kong audience is to play to. I have acted in Shaw plays in London, the Colonies and the English provinces,

not excluding Dublin, Glasgow and Edinburgh and Cardiff, and never have I known quite such subtle points to "get over" as they did here on Monday night during "Pygmalion." It encourages us very much indeed."

Mr. O'Brien has played a wide variety of parts as Shylock, Hamlet, "Adolphe" in Strindberg's "The Father," "Oswald" in Ibsen's "Ghosts," and Charles Surface in "The School for Scandal," and we shall look forward to his performances during the remainder of the Macdonna Players season in Hong Kong.

INTIMATIONS.

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Hong Kong, 1st Jan., 1929. [7161]

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Hong Kong, 21st Dec., 1928. [7137]

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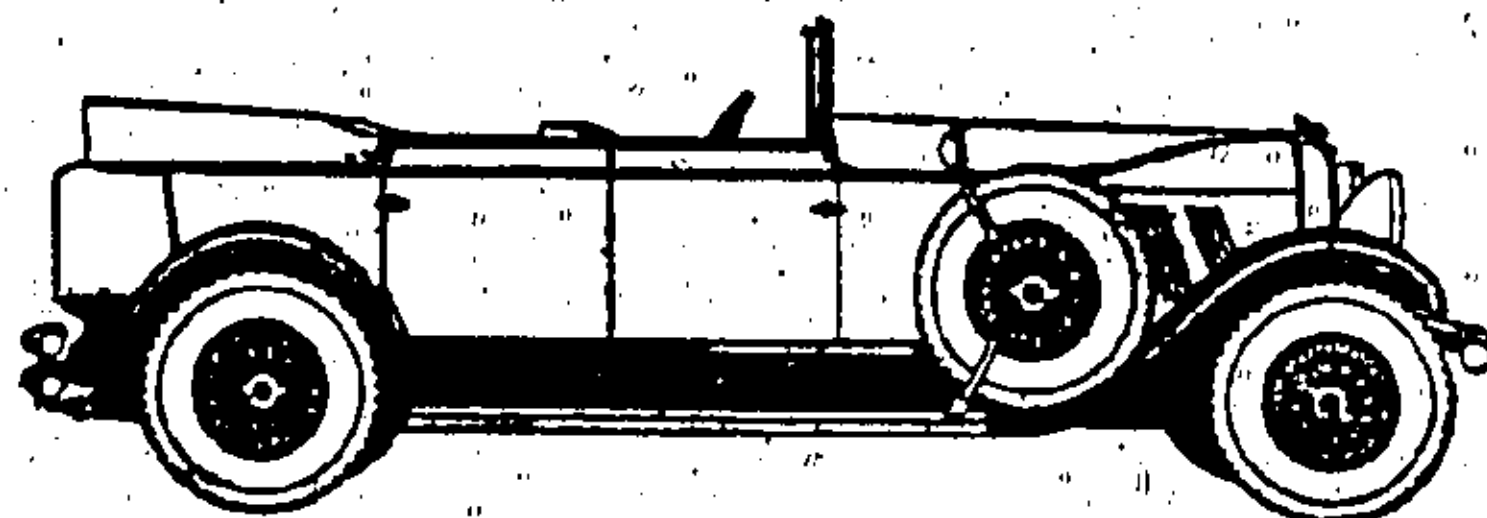
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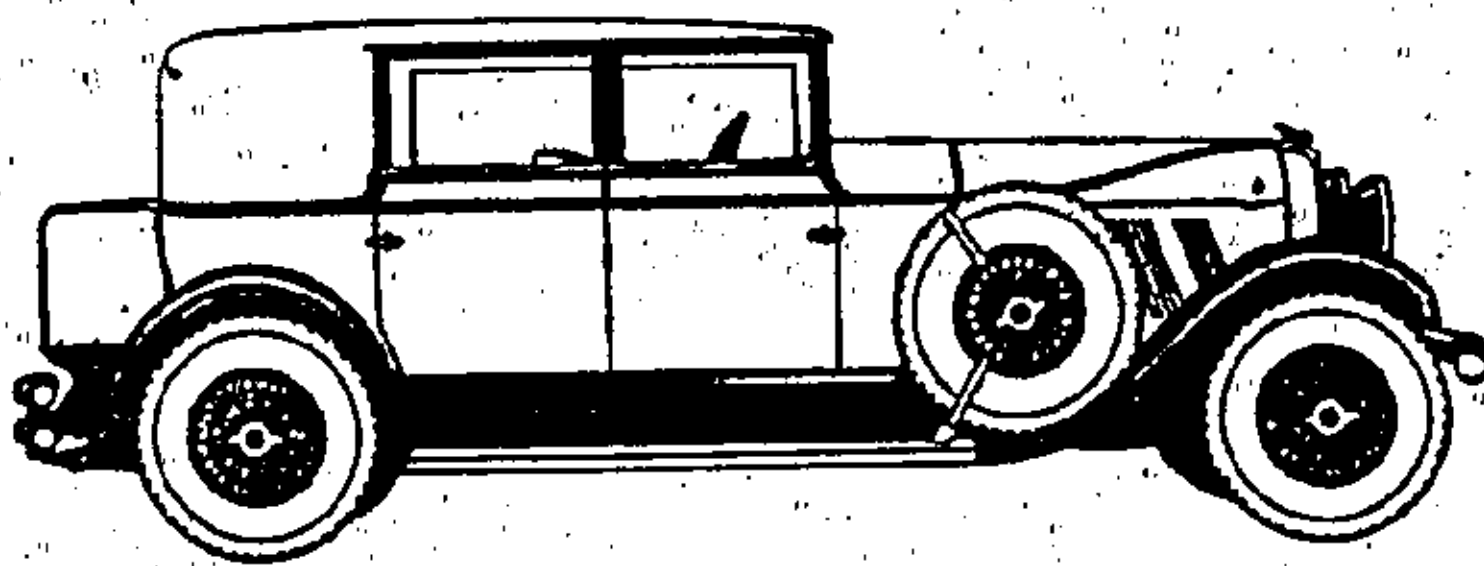
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THE CURRENT ISSUE

ARTICLES AND STATEMENTS BY LEADING

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The resignation of Mr. A. H. F. Edwardes, Officiating Inspector General of Customs, and the grave warning he utters regarding the condition of the Customs Service shows, however, that Tariff Autonomy in China is not going to be inaugurated without difficulties.

Hong Kong celebrated the incoming of 1929 in characteristic fashion, and an account is given of the festivities. In Canton by order of the Government, New Year was to be celebrated according to the European calendar, and the Officials set a vigorous example, which, however, does not seem to have been followed with great enthusiasm by the populace.

The Hong Kong courts heard several cases of interest last week, including the complaints of the Scottish crew of the S.S. "Darcoila" and the conviction of a Chinese of participation in the Anking piracy.

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P. & O. CO.'S ANNUAL MEETING.

LORD INCHCAPE'S "MAGNIFICENT" REVIEW.

TRIBUTES TO THE STAFF.

The Rt. Hon. the Viscount Inchcape, G.C.S.I., G.C.M.G., chairman of the Peninsular and Oriental Steam Navigation Co., presiding on December 12 at the company's eighty-eighth annual general meeting, held at 122, Leadenhall-street, E.C.3, gave a review of the company's affairs, in which was blended matters of trade in general, which was well described as magnificent by Mr. Walters, who seconded the vote of thanks.

Lord Inchcape said that the setting aside in good years of generous sums for depreciation had enabled them to face the bad times of the last few years without the passing of dividends or writing down capital, as so many great industrial concerns had had to do, with the result that the 324 steamers of which the P. & O. are absolute proprietors were worth to-day considerably more than their book value. The board had, therefore, considered it would not be imprudent if, during the present cycle of bad trade, they contented themselves with providing a more modest amount for depreciation, with advantage to the deferred stockholders. As they, the stockholders, had seen from the report and accounts, the board proposed to give a final dividend for the past half-year of 7 per cent., tax free, making 12 per cent. for the year instead of 10 per cent., as was paid last year. This would involve an increase of £91,880 in the amount distributed, to which the stockholders would doubtless agree, unless they regarded it as rather reckless finance. (Laughter.)

Last year's issue of a million of deferred stock at the price of £200 per £100 stock had been fully taken up, and to-day the stock stood round about £275, giving the subscribers a bonus of some three-quarters of a million in capital value. Although the issue had created an additional million of deferred stock, it had given them a million of free cash, which was more than enough to meet the cost of their new ship, *Viceroy of India*.

21 Deferred Units.

Recently it had been suggested that instead of the Stock Exchange quotation being per £100 of deferred stock, it should be per £1 of stock. The board's acquiescence was sought merely as a matter of courtesy, and it was recorded, because, under the charter, a holder of a minimum of £10 or more of deferred stock was entitled to have £1 of stock added to his holding. This new quotation should increase the number of the company's stockholders—not a disadvantage, because the more so-called capitalists there were in the country the better for everybody.

The Insurance Fund.

He had mentioned last year that the amount then standing to the credit of the Insurance Fund, £3,380,000, would probably, when outstanding claims had been settled, be in the neighborhood of three millions. At Sept. 30th last, the amount at credit was £3,073,378 10s. 4d., and the forecast of a year ago was likely to be fulfilled. The risks of their allied companies were now insured in the open market at, he believed, adequate premiums, but if premiums were raised it might become necessary to bring the risks back into the P. & O. Fund. He was unselfish enough to hope, however, that the underwriters' book would be on the right side, as theirs certainly had been.

Sinking Fund.

Continuing, his lordship said that the setting aside of £103,132 7s. 6d. towards redemption of their debenture stock of £7,000,000 would bring that fund, as at Sept. 30th last, up to £1,360,000, and it was proposed to add to this an annual sum calculated at 5 per cent. compound interest over the period prior to redemption, which would bring the fund in 1940 to about £2,500,000. In 1940 they would, therefore, have to find £4,500,000 from their resources or issue fresh debentures, which he added, they might be able to do at less than 5 per cent., their present average rate of interest. The sinking fund, he pointed out, appeared on both sides of the accounts, and was entirely kept apart from their other resources, and was invested in Government securities.

Investments.

Their general investments stood in their books at to-day's market value, and their investments in allied companies at much less than their intrinsic worth, so that they might, as Lord Fisher once said, sleep peacefully in their beds.

The Work Of The Fleet—Remarkable Figures.

The 324 vessels of the P. & O. Co. and its allies had run throughout the year without serious mishap. They had traversed 17 million miles; made 30,000 port entries, carried 10 million tons of cargo; and, without the loss of a single life, 2,000,000 passengers.

was "Safety First," but who managed in 80 cases out of 100, to make their ports in schedule time.

The Personal Touch.

Referring to the exceptional sales of the past few weeks, his lordship said that he saw the *Narkunda* off on the afternoon of Nov. 18th during a very high wind, when, thanks to the care of their own and the dock officials, she got safely out of Tilbury Dock. Next afternoon, by wireless, the commander reported all was well, but not having been able to land the Thames pilot at Dover, he had put him ashore down Channel at Torbay. That night the *Folkstone-Boulogne* steamer had put her passengers ashore at 2 a.m. nine hours late. A week later he was at Tilbury again, to see the departure of the *Rawalpindi*. At 5 p.m. the gale was so fierce that their superintendent, Captain Sweny, decided not to risk moving her until next morning. At 10 p.m. the superintendent telephoned to him that he had got the ship safely out of dock. Next afternoon Captain Redhead reported that he had put his Thames pilot on board the *Nab Lightship*, as it had been impossible to land him at Dover. In answer to a wireless message which he sent to the captain late on Saturday night, he got a reply saying, "All well, despite high seas and a strong gale," and that he was making Ushant. That was the night when Channel steamers had been suspended or delayed for hours, and when there were numerous casualties to shipping. Both *Narkunda* and *Rawalpindi* reached Gibraltar on their due dates.

He went down to inspect the *Mooltan* the other day, and, noticing the fiddles for the tables in the saloon, said to the chief steward, "I suppose you often have to put them on." His reply was, "I have been in the ship from the time she went into commission five years ago, and I have only had to put them on once, and that was in the *Australian Light*." Captain Brooks, of the *Ranchi*, he continued, came in to see him the other day on his arrival from Bombay, and said he had experienced a severe gale and high seas in the Mediterranean. He asked if he had shipped much water, and he said "No, only some spray." He inquired if the vessel had pitched or rolled much, and the captain's reply was, "Oh, no, the *Ranchi* is a very steady ship; she scarcely moves." He, the speaker, was not sure, however, that all the passengers may have been of the same opinion. He hoped they were.

He mentioned these incidents to show that great credit was due to the seamanship of their captains and officers, to the skill of their engineers, and to the efficiency of their ships. (Applause.)

Economy And Efficiency.

They were, he continued, doing all in their power to effect economies consistent with efficiency and the maintenance of passengers' comfort, and in this way they were being loyal and materially assisted by their shore staff, their captains, officers, engineers and pursers.

Viceroy Of India.

Their new steamer *Viceroy of India*, 19,500 tons, was launched and christened on September 15th last by the Viceroy's wife, her Excellency Lady Irwin. The installation of the vessel's machinery and internal fittings was proceeding, and she was scheduled to leave London for Bombay on March 28th.

Old Steamers.

During the year three of the older ships, *Davanna*, *China*, and *Assaye*, had been sold to be broken up, realising considerably more than their book value.

Profit Sharing.

Employees' deposits under the Profit Sharing Scheme, which the Board inaugurated two years ago, had now reached £864,000, bearing interest, so long as the company's dividend was not less than 10 per cent., at 7½ per cent. per annum. This amount was a testimony to the thrift of their men, and, although it cost, after crediting interest on deposits, some £20,000 a year, he felt sure they, the stockholders, would not grudge the amount. (Applause.)

Insurance Of Passengers' Baggage.

The premiums charged under the scheme which they had recently inaugurated for the all-risk insurance of passengers' baggage were very moderate and left only a small margin after payment of claims. The great majority of passengers insured their belongings, and in such cases damage was at once made good by the company, without question, but some passengers did not insure. Insurance would save such passengers much loss and trouble. Some short time ago, when he was in India, he had seen a letter in a newspaper which said that passengers landing at Bombay were constantly losing their baggage. He had thereupon instituted a system of weekly inspections of the baggage of passengers at the ports. Since the inauguration of these reports in 1925, 38,047 passengers

had landed from the P. & O. steamers at Bombay, and the number of packages of baggage was 380,470. Of these only 33 were reported missing, 24 being traced and delivered to their owners. The remaining eight had been paid for. One package, a baby's cot, had been landed in error at Aden, and was eventually found and forwarded to the mother with fifty rupees for the baby, who had been deprived of her cot for a month. (Laughter.)

Passengers' Suggestions.

Suggestions which they sometimes got from passengers were always carefully and courteously answered. One suggestion, which, perhaps ungraciously, he had turned down, came recently from a lady who desired to join one of their steamers as a "beauty specialist." (Laughter.)

The Suez Canal.

He would, he said, like to say a word about the Suez Canal. The P. & O. group were the largest users, in point of tonnage, of that great waterway, their dues amounting to about £205,000 per annum. The Canal was constantly being widened, deepened and straightened to accommodate the ever-increasing size and draught of ships, the transit of which was all the time being shortened, and more passengers for the free use of passengers landing or embarking at Port Said had lately been constructed; the pilot service was most efficient, accidents being rare. He could not speak too highly of the courtesy and help afforded by the Canal officials in Egypt. Looking back, as he could do, to the time when the Canal was opened—a matter of sixty years ago—the improvement which had been effected, and which continued, reflected the greatest credit on the engineers and staff of the company.

The Indian Coastal Shipping Bill.

An attack had recently been made on English shipping in the Indian Legislature, where a Bill had been introduced which proposed to prohibit the trading of ships on the coasts of India and Burma unless such ships were owned by Indians. Such a measure would be an act of confiscation, foreign to the principles of nations and a blow to Imperial trade. It would no doubt lead to similar expropriation of other British commercial enterprises of immense value to India, and thousands of millions of British capital would go by the board. It would be monstrous if the British community in India were to be debarred from trading there, and it would, he ventured to say, not be for the good of the millions of Indians to whom they gave employment. The European commercial community had never asked for preference for British interests. Indians were free to establish themselves in Great Britain, and an Indian steamship company, the directors of which were the instigators of the Bill for the exclusion of British ships from India, had, within the last few months, registered themselves as a Company in this country.

Australian Waterside Strike.

The trade and shipping of Australia had, during September and October, suffered serious loss through the refusal of the waterside workers to accept the terms of the order of the Court, known as the Beely award, which laid it down that the workers might be engaged for half a day in the morning, or at noon, a not unreasonable provision, as a vessel might finish her discharge or loading before noon and require no more labour. The Waterside Workers' Union first called a strike, and later ordered the men to resume work and accept the Award, which the men then refused to do. Volunteer labour enlisted to meet the emergency suffered intimidation and assault at the hands of the strikers. A threatened general strike in support of the waterside workers failed, and, after six weeks, work was resumed, volunteers as well as union men being eligible for employment. Mr. Bruce and his Government had acted with determination, laying it down that the law must be obeyed and that the country would not tolerate mob rule.

An instance of the strike's damage to trade was afforded by the *s.s. Moldavia*, which left London on October 18th with only 3,900 tons of cargo and 5,800 tons of unladen space; it was, he said, a safe assumption that the waterside trouble had deprived the *Moldavia* of 3,000 tons of cargo, representing freight amounting to nearly £12,000, and the example could be multiplied.

The Seamen's Union—The National Maritime Board.

After referring to the immense influence for good of Mr. Havelock Wilson, whose wise administration as President of the National Union of Seamen had avoided loss by the men of a single day's pay during many unrelenting years, besides instituting for the men and their families varied measures of relief, Lord Inchcape spoke of the beneficial work of the National Maritime Board, set up in 1919, under which the men's delegates and the shipowners, at repeated conferences in London, Liverpool and other British ports, had accomplished an entire avoidance of serious stoppages during many years. The result, which spoke well for the harmony existing between shipowners and their men.

The Fall In Railway Traffic.

Continuing, the speaker said that, in contributing to the recent agreement under which, in view of the heavily falling traffic receipts, the railway companies' servants, from the highest to the lowest, had accepted an all-round 2½ per cent. reduction of wages, Mr. J. H. Thomas had shown far-seeing statesmanship, facing stern economic facts and realising that he was doing his best for the men in obtaining their approval of this necessary measure of relief.

Prospects Of A Trade Revival.

So far as we could see at the present time there was, his lordship continued, still a surplus of tonnage in the world, and tramp owners were rightly holding their hands. Prices of ships were still far above the pre-war level, and from these causes the past year had shown a considerable decline in the output of new tonnage. Better conditions would prevail, and, he believed, the trade of the country would revive, especially as the Government appeared determined to pursue a policy of economy in public expenditure and to ease the burdens on industry. He welcomed Mr. Baldwin's declaration that if his Party were returned to power, as he sincerely hoped it would be, his policy would not be to protect the whole Labour Party present voted, they might know what to expect if the Labour Party came into power. In his observation of the complex industry, trade and transport of these islands, he was led to wonder what would happen to the people and the country if our industries were nationalised. Under our constitution and our King anyone could rise to any position. He felt sure that no revolution, such as recently took place in Russia, could ever occur here. We should continue throughout the Empire, and for all time, to sing "God Save the King."

Nationalisation Of Industry—Its Dangers.

From a resolution moved recently in the House of Commons "that legislative effort should be directed to the gradual supersession of the capitalist system," in favour of which the whole Labour Party present voted, they might know what to expect if the Labour Party came into power. In his observation of the complex industry, trade and transport of these islands, he was led to wonder what would happen to the people and the country if our industries were nationalised. Under our constitution and our King anyone could rise to any position. He felt sure that no revolution, such as recently took place in Russia, could ever occur here. We should continue throughout the Empire, and for all time, to sing "God Save the King."

The Late Mr. Allan Hughes.

The stockholders, he continued, would have observed a reference in the directors' report to the death of Mr. Allan Hughes, late chairman of the New Zealand and Federal Companies' Association, and a Federal Company's Godown at Kowloon, where delivery may be obtained as soon as the Goods are landed. Goods not cleared by 10th January, 1929, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays. All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. A Protest has been noted against the Master against bad weather. MACKINNON, MACKENZIE & CO. Hong Kong, 5th Jan., 1929. [7190]

It was, he said, again his pleasing duty to express the board's appreciation of the loyalty and devotion of the company's staff ashore and ashore, and of its agents all the world over. As more agreeable work to do with it would be impossible to imagine. Commanders, officers, engineers, doctors and pursers were, all the time, in good weather or bad, out to look after the comfort of passengers. They kept their ships in all respects seaworthy, clean and tidy, above and below, like yachts. He was sure the stockholders would join him in expressing grateful thanks to them all. (Applause.)

The Staff.

The chairman then moved "that the report and statement of accounts of the company's staff ashore and ashore, and of its agents all the world over, be adopted." Hon. Alexander Shaw seconded, and the resolution was carried unanimously. The chairman next proposed that a dividend for the half-year ended September 30th last, of 2½ per cent. on the preferred stock, less income tax, and a dividend of 7 per cent. on the deferred stock, free of income tax, as recommended in the report, be now declared, and that payment for the same be made on and after December 14th.

Hon. Lord Kilbracken, G.C.B., seconded, and the resolution was carried nem. con.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 12th January, 1929, at 10 a.m. No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Hong Kong, 7th Jan., 1929. [7804]

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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Jan. 8th.

Previous Day at 2 p.m. 30.14 61 76

at 6 a.m. 30.16 61 77

at 3 p.m. 30.14 60 68

Barometer... 30.14 61 76

Thermometer... 61 76 68

Humidity... 76 77 68

Wind... E E Calm

Direction... E E Calm

Force... 3 3 0

Weather... C O O

Rain... 0.00 0.00 0.05

Highest open-air Temperature, 7th: 63

Lowest open-air Temperature, 8th: 60

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Rain; R=Rain; S=Thunder

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CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	YUNNAN	On 9th Jan.	Noon
SWATOW & SHANGHAI	YUNNAN	On 10th Jan.	10 a.m.
AMOI & SHANGHAI	YUNNAN	On 10th Jan.	8 p.m.
SWATOW, SHANGHAI & TIENTSIN	YUNNAN	On 13th Jan.	8 a.m.
SHANGHAI & DALY	YUNNAN	On 13th Jan.	8 a.m.
HONGKONG, PAKHOI & HAITONG	YUNNAN	On 13th Jan.	10 a.m.
SWATOW & BANGKOK	YUNNAN	On 13th Jan.	11 a.m.
AMOI, SWATOW, S'PORE & B'KOK	YUNNAN	On 13th Jan.	5 p.m.
SHANGHAI & TIENTSIN	YUNNAN	On 15th Jan.	3 p.m.
SHANGHAI	YUNNAN	On 17th Jan.	10 a.m.
SWATOW & SHANGHAI	YUNNAN	On 17th Jan.	8 p.m.
AMOI & SHANGHAI	YUNNAN	On 17th Jan.	8 p.m.
HONGKONG, SINGAPORE & BANGKOK	YUNNAN	On 19th Jan.	11 a.m.
AMOI, SWATOW & SINGAPORE	YUNNAN	On 20th Jan.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	YUNNAN	On 20th Jan.	8 a.m.
SHANGHAI, BANGKOK & DALY	YUNNAN	On 20th Jan.	8 a.m.
SWATOW & BANGKOK	YUNNAN	On 20th Jan.	11 a.m.
WATWAI, CHIAPOO & TIENTSIN	YUNNAN	On 5th Feb.	4 p.m.
WATWAI, CHIAPOO & TIENTSIN	YUNNAN	On 19th Feb.	4 p.m.

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CHANGTE	8th February	15th February
TAIPING	8th March	15th March
CHANGTE	8th April	15th April

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AND
AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

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S.S. "AUTOLYCHUS"	12th February

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BOSTON

AND

NEW YORK

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M.V. "JAPANESE PRINCE" ... 21st February

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ATHOS II ... 15th Jan.	SPHINX ... 15th Jan.
D'ARTAGNAN ... 29th Jan.	G. METZINGER ... 27th Jan.
SPHINX ... 12th Feb.	COMPIEGNE ... 12th Feb.
G. METZINGER ... 26th Feb.	ANDRE LEBON ... 26th Feb.
COMPIEGNE ... 12th Mar.	PORTHOUS I ... 12th Mar.
ANDRE LEBON ... 26th Mar.	CHERONCEAUX ... 26th Mar.
PORTHOUS I ... 9th Apr.	ATHOS II ... 9th Apr.
CHERONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.

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Shipping News Arrivals and Departures, etc.

ARRIVALS.

January 7th.

Chikhom, Chinese str., 745 tons, Capt. Lo Shing, from Fort Bayard, with a general cargo, lying at buoy No. B33—Po Cheong.

January 8th.

Altai Maru, Japanese str., 4,846 tons, Capt. I. Kawasaki, from Shanghai, which port she left on January 4th, with a general cargo, lying at Kowloon Wharf—O.S.K.

Arafula, British str., 3,401 tons, Capt. J. S. Gordon, from Australian ports and Manila. The latter port she left on December 8th, with wheat and general cargo, lying at Kowloon—P. & O.

City of Lahore, British str., 4,462 tons, Capt. B. Dawes, from Shanghai, which port she left on January 5th, with a general cargo, lying at buoy No. A6—Hank Line.

Gleniffer, British str., 6,021 tons, Capt. V. F. Martin, from Shanghai, which port she left on January 6th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

Hanoi, French str., 630 tons, Capt. L. J. Cruchot, from Kwang Chow Wan, with a general cargo, lying at buoy No. C46—Messageries Maritimes.

Hirundo, Norwegian str., 1,125 tons, Capt. Y. Pederson, from Bangkok and Swatow, with 1,479 tons of rice, lying at buoy No. C44—Thoresen & Co.

Kiangsu, British str., 1,555 tons, Capt. C. S. Ishister, from Swatow, with 1,544 tons of general cargo, lying at buoy No. B11—B. & S.

Persua, British str., 6,220 tons, Capt. Thos. A. Price, from Shanghai, which port she left on January 5th, with 180 tons of general cargo, lying at buoy No. A5—B. & S.

VESSELS EXPECTED.

Peninsular and Oriental.

Kiddersport, to-morrow.

Kashgar, Jan. 18th.

Kalyan, Jan. 19th.

Alipore, Jan. 24th.

Padua, Jan. 24th.

Mirzapore, Jan. 29th.

Macedonia, Feb. 1st.

Morea, Feb. 2nd.

Khiva, Feb. 15th.

Malwa, March 1st.

Nagpore, March 3rd.

Khyber, March 7th.

Naldara, March 15th.

Karmala, March 21st.

Lahore, March 24th.

Mantus, March 25th.

Jeypore, April 11th.

Kashmir, April 11th.

Princes Line.

Japanese Prince, Jan. 26th.

Japanese Prince, Feb. 21st.

Royal Packet Nav. Co. (K.P.M.).

Van Overstraten, to-day.

Swedish East Asiatic Co., Ltd.

Nippon, Jan. 31st.

Ceylon, Feb. 8th.

With Wilhelmisen, Oslo.

Norwegian Africa and Australia Line.

Thalatta, Jan. 20th.

Tennessee, Jan. 20th.

Taifun, Feb. 28th.

Teneriffa, March 29th.

CLEARANCES.

January 8th.

Altai Maru, for Singapore. Arafula, for Moji. Borneo, for Hoehow. Clara Jensen, for Saigon. Empress of Russia, for Shanghai. Gleniffer, for Singapore. Hai Ning, for Swatow. Fong Tung, for Saigon. Persua, for Swatow. Taishan, for Swatow. Taima, for Swatow. Tjibodas, for Saigon. Wai Shing, for Swatow. Wingwo, for Kwang Chow Wan.

January 9th.

Altai Maru, Japanese str., 4,846 tons, Capt. I. Kawasaki, from Shanghai, which port she left on January 4th, with a general cargo, lying at Kowloon Wharf—O.S.K.

January 10th.

Arafula, British str., 3,401 tons, Capt. J. S. Gordon, from Australian ports and Manila. The latter port she left on December 8th, with wheat and general cargo, lying at Kowloon—P. & O.

January 11th.

City of Lahore, British str., 4,462 tons, Capt. B. Dawes, from Shanghai, which port she left on January 5th, with a general cargo, lying at buoy No. A6—Hank Line.

January 12th.

Gleniffer, British str., 6,021 tons, Capt. V. F. Martin, from Shanghai, which port she left on January 6th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

January 13th.

Hanoi, French str., 630 tons, Capt. L. J. Cruchot, from Kwang Chow Wan, with a general cargo, lying at buoy No. C46—Messageries Maritimes.

January 14th.

Hirundo, Norwegian str., 1,125 tons, Capt. Y. Pederson, from Bangkok and Swatow, with 1,479 tons of rice, lying at buoy No. C44—Thoresen & Co.

January 15th.

Kiangsu, British str., 1,555 tons, Capt. C. S. Ishister, from Swatow, with 1,544 tons of general cargo, lying at buoy No. B11—B. & S.

January 16th.

Persua, British str., 6,220 tons, Capt. Thos. A. Price, from Shanghai, which port she left on January 5th, with 180 tons of general cargo, lying at buoy No. A5—B. & S.

January 17th.

Arafula, British str., 3,401 tons, Capt. J. S. Gordon, from Australian ports and Manila. The latter port she left on December 8th, with wheat and general cargo, lying at Kowloon—P. & O.

January 18th.

City of Lahore, British str., 4,462 tons, Capt. B. Dawes, from Shanghai, which port she left on January 5th, with a general cargo, lying at buoy No. A6—Hank Line.

January 19th.

Gleniffer, British str., 6,021 tons, Capt. V. F. Martin, from Shanghai, which port she left on January 6th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

January 20th.

Hanoi, French str., 630 tons, Capt. L. J. Cruchot, from Kwang Chow Wan, with a general cargo, lying at buoy No. C46—Messageries Maritimes.

January 21st.

Hirundo, Norwegian str., 1,125 tons, Capt. Y. Pederson, from Bangkok and Swatow, with 1,479 tons of rice, lying at buoy No. C44—Thoresen & Co.

January 22nd.

Kiangsu, British str., 1,555 tons, Capt. C. S. Ishister, from Swatow, with 1,544 tons of general cargo, lying at buoy No. B11—B. & S.

January 23rd.

Persua, British str., 6,220 tons, Capt. Thos. A. Price, from Shanghai, which port she left on January 5th, with 180 tons of general cargo, lying at buoy No. A5—B. & S.

January 24th.

Arafula, British str., 3,401 tons, Capt. J. S. Gordon, from Australian ports and Manila. The latter port she left on December 8th, with wheat and general cargo, lying at Kowloon—P. & O.

January 25th.

City of Lahore, British str., 4,462 tons, Capt. B. Dawes, from Shanghai, which port she left on January 5th, with a general cargo, lying at buoy No. A6—Hank Line.

January 26th.

Gleniffer, British str., 6,021 tons, Capt. V. F. Martin, from Shanghai, which port she left on January 6th, with a general cargo, lying at buoy No. A1—Jardine, Matheson & Co.

January 27th.

Hanoi, French str., 630 tons, Capt. L. J. Cruchot, from Kwang Chow Wan, with a general cargo, lying at buoy No. C46—Messageries Maritimes.

January 28th.

Hirundo, Norwegian str., 1,125 tons, Capt. Y. Pederson, from Bangkok and Swatow, with 1,479 tons of rice, lying at buoy No. C44—Thoresen & Co.

January 29th.

Kiangsu, British str., 1,555 tons, Capt. C. S. Ishister, from Swatow, with 1,544 tons of general cargo, lying at buoy No. B11—B. & S.

AMERICAN NAVY.

PLANS FOR MODERNISATION OF WARSHIPS.

THE MANNING DIFFICULTY.

Washington, Dec. 9th.—The annual report of the Secretary of the American Navy for 1928 reveals that the indicated construction costs to date of three new battleships under construction is \$9,814,385 dollars (\$9,862,357).

Extensive work for modernising existing craft is being undertaken. The modernisation of the battleships Wyoming, New York, and Utah, including conversion to oil burning and additional under-water deck protection, has been completed, and "plans are going forward and preparations being made for starting modernisation of the Pennsylvania and Arizona."

The Tennessee has received a five-inch anti-aircraft battery, and by June next year the battleships Oklahoma and Nevada will be completely modernised at a cost of \$1,500,000 dollars (\$2,330,000) for the two vessels.

"Through the advent of two aircraft carriers, Lexington and Saratoga," the report proceeds, "the actual aircraft operating capacity of the Fleet has been trebled in numbers. However, the total overall increase in fighting efficiency of the Fleet is even greater by reason of the fact that these carrier bases enable for the first time co-operation of aircraft in numbers under sustained operating conditions at sea. The Fleet Commander is now able to carry on protracted operations with high performance fighter observation, bombing and torpedo aircraft, whereas heretofore he has been in general limited to fair weather operations of a very limited nature."

The report states that progress is being made in the development of voice communication between a disabled submerged submarine and a surface ship.

Reuter states that according to the report, thirty airmen were killed in crashes during the year 1927.

U.S. Short Of Naval Men.

New York.—The personnel of the American Navy has declined by 8,000 officers and men in the past five years, Mr. Wilbur, the Secretary for the Navy points out in his annual report.

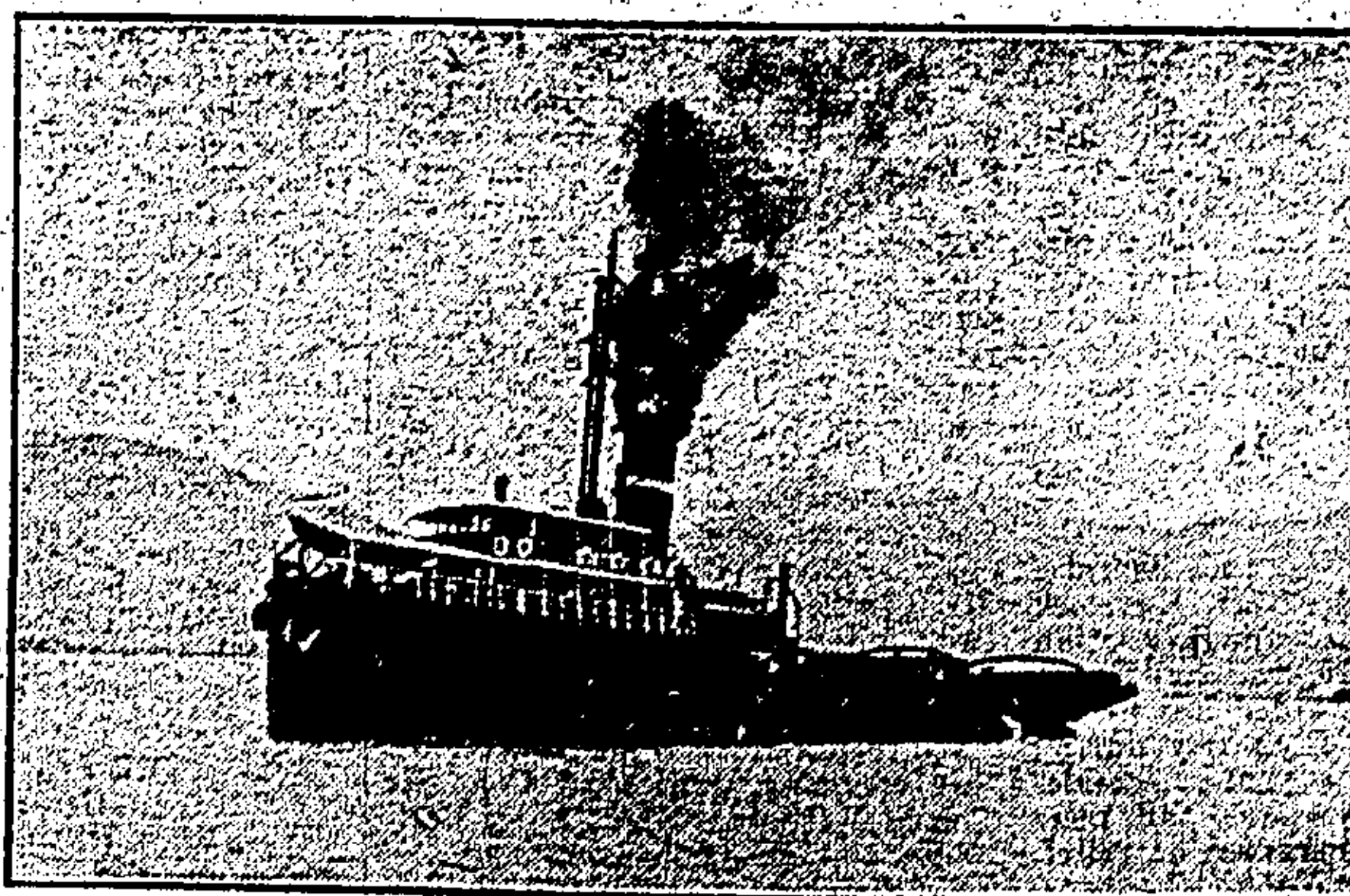
Mr. Wilbur urges congressional action to stimulate more enlistments and increase efficiency by permitting staff officers who have been passed over for promotion to retire before they reach the general retirement age—sixty-four. The retention of these officers, he says, is "blocking the entrance of new blood into the staff division."

Mr. Wilbur declares that, under present conditions, the navy has not enough men for full crews for its fleet.

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SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAI via SWATOW & SHANGHAI	"KWAISANG" "CHAKSANG" "FOOSANG" "HOPSANG"	Sun., 13th Jan., at 7 a.m. Wed., 16th Jan., at 7 a.m. Sun., 20th Jan., at 7 a.m. Wed., 23rd Jan., at 7 a.m.
OSAKA via AMOI, SHAL, MOI & KOBE	"FOOKSANG"	Satur., 12th Jan., at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"YUENSANG"	Satur., 19th Jan., at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG" "SUISANG"	Fri., 11th Jan., at 3 p.m. Satur., 26th Jan., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Sun., 13th Jan., at 10 a.m. Satur., 19th Jan., at 3 p.m.
CANTON	"CHAKSANG"	Wed., 9th Jan., at 5 p.m.

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Steamship "GLENIFFER"	(via Oran)	9th Jan.
Steamship "GLENSHANE"	(via Oran)	21st Jan.
Steamship "CARDIGANSHIRE"	(via Oran)	6th March
Motor Vessel "GLENHARRY"	(via Oran)	3rd April

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENOGLE"	10th Jan.
Steamship "CARDIGANSHIRE"	21st Jan.
Motor Vessel "GLENAMOI"	11th Feb.
Motor Vessel "GLENHARRY"	18th Feb.
Motor Vessel "GLENAPP"	4th March

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Cabin class ...	£80.

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Pass. S.S. "FULDA"	departure 14th Jan.
Freight S.S. "Mahn"	departure 20th Jan.
Pass. S.S. "TIER"	departure 26th Jan.
Pass. S.S. "DERFFLINGER"	departure 9th Mar.
Freight S.S. "Boland"	departure 19th Mar.

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Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

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JALPA (Freight steamers)

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Cabin class ... \$75.00. Intermediate class ... \$45.00.

Pass. S.S. "TIER"	due here 13th/14th Jan.
Freight S.S. "Mahn"	due here 20th Jan.
Pass. S.S. "DERFFLINGER"	due here 26th Jan.
Freight S.S. "Boland"	due here 9th Mar.
Pass. S.S. "BAARBUCKEN"	due here 19th Mar.

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SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 13	Jan. 16	Jan. 19	Jan. 21	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 19	June 22	June 25	June 27	July 6
EMPEROR OF ASIA	July 3	July 6	July 9	July 11	July 20

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Jan. 10	Jan. 12	EMPRESS OF FRANCE	Jan. 12
Feb. 22	Feb. 24	EMPRESS OF RUSSIA	Mar. 1

CANADIAN PACIFIC EXPRESS

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THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
2129, 2110, 2102, 283, via SAN FRANCISCO
2129, 2110, 2102, 283, via JAPAN AND SEATTLE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Wednesday, 23rd Jan.

KOREA MARU ... Wednesday, 23rd Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

ATSUBA MARU ... Saturday, 12th Jan.

KASHIMA MARU ... Saturday, 26th Jan.

HAKONE MARU ... Saturday, 9th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 23rd Jan.

MISHIMA MARU ... Wednesday, 20th Feb.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Friday, 11th Jan.

HAKODATE MARU ... Monday, 28th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

BINGO MARU ... Monday, 28th Jan.

NEW YORK via PANAMA.

TATSUNO MARU ... Sunday, 27th Jan.

LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Monday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Tuesday, 22nd Jan.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (direct Kobe) ... Thursday, 10th Jan.

KAWACHI MARU (Mojiko direct) ... Saturday, 12th Jan.

MATSUYE MARU ... Monday, 14th Jan.

† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and

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Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to destinations in the Netherlands East Indies

and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YONG BUREAU, CHINA ROAD.

Shipping News

Daily Statement, Waterfront News.
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPROVEMENT IN CARGO TOTALS.

HEAVY BRITISH CARRIERS.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday showed a slight improvement over the previous day's figures. Twelve arrivals and sixteen departures were shown of which four arrivals and six departures were British. British vessels were heavy cargo carriers.

Twelve vessels discharged 9,800 tons of cargo for this port of which 4,804 tons were contributed by four British ships. The two heaviest carriers were British vessels. The s.s. Telemachus from Saigon discharged 1,900 tons of rice and the s.s. Kiangsu from Bangkok and Saigon had 1,544 tons of general merchandise.

Through freights amounted to 16,044 tons, of which British ships carried 5,604 tons. The s.s. Suwa Maru (Japanese) from Middlesbrough and Singapore had 8,775 tons, while the s.s. Perseus (British) from Yokohama and Shanghai had 4,540 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	4	6
Japanese	2	5
Norwegian	1	1
Chinese	3	4
Dutch	1	0
American	1	1
Total	13	17

DETAILS OF FREIGHTS.

Leverbank (British) arrived from New York and Amoy with 5,418 cases of oil, 500 drums of oil, 322 tons of general goods for Hong Kong and 1,000 tons of general cargo for through ports.

Telemachus (British) arrived from Saigon with 1,900 tons of rice for Hong Kong.

Kiangsu (British) arrived from Bangkok and Swatow with 1,544 tons of general cargo for Hong Kong and 64 tons for through ports.

Perseus (British) arrived from Yokohama and Shanghai with 160 tons of general cargo for Hong Kong and 4,540 tons for through ports.

President Taft (American) arrived from Manila with 115 tons of tobacco, rope, oil metal and general cargo for Hong Kong, and 1,900 tons for through ports.

Hirundo (Norwegian) arrived from Bangkok and Swatow with 1,448 tons of rice for Hong Kong.

Tibodas (Dutch) arrived from Batavia and Swatow with 200 tons of sugar, 1,333 tons of molasses, and 40 tons of bark for this port, and 190 tons of oil, 60 tons of general cargo, for through ports.

Lungshan Maru (Japanese) arrived from Shanghai and Swatow with 92 tons of general cargo for Hong Kong and 10 tons for through ports.

Suwa Maru (Japanese) arrived from Middlesbrough and Singapore with 1,369 tons of general cargo for Hong Kong and 8,775 tons for other ports.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	7.05 a.m.	5.55 p.m.
To-morrow	7.05	5.56
Friday	7.06	5.56

VESSELS EXPECTED.

American Mail Line.
President Jefferson, Jan. 14th.
President McKinley, Jan. 14th.

Australia-Oriental Line.
Changste, Feb. 8th.
Taiping, March 8th.

Bank Line.
Automedon, Jan. 18th.
City of Peking, Jan. 23rd.
Polaris, Feb. 1st.
City of Khartoum, Feb. 11th.
City of Delhi, March 11th.

Blue Funnel Line.
Achilles, to-day.
Lyson, to-day.

Sarpedon, to-day.
Talthybius, to-day.
Eumaeus, Jan. 12th.
Ningchow, Jan. 14th.
Tydeus, Jan. 20th.
Aeneas, Jan. 22nd.
Dolius, Jan. 23th.

Keemun, Jan. 31st.
Calchas, Feb. 3rd.
Philoctetes, Feb. 5th.
Patroclus, Feb. 7th.
Autolycus, Feb. 8th.
Demodocus, Feb. 13th.
Bellerophon, Feb. 15th.

Euryades, Feb. 24th.
Troilus, Feb. 24th.
Tyndarus, Feb. 24th.
Menelaus, March 3rd.
Agamemnon, March 5th.

Antenor, March 7th.
Meriones, March 14th.
Proteus, March 14th.
Ajax, March 27th.
Odessa, March 28th.
Pyrrhus, April 2nd.

Hector, April 4th.
Laomedon, April 5th.

British India and Apcar Line.

Tilawa, Jan. 13th.
Takliwa, Jan. 17th.
Takada, Jan. 26th.

Santhia, Jan. 27th.
Talamba, Feb. 6th.
Tama, Feb. 18th.

Canadian Pacific Line.

Empress of France, to-day.
Empress of Australia, Feb. 13th.

Dollar S.S. Line.

President Van Buren, Jan. 12th.
East Asiatic Co., Copenhagen (John Manners & Co., Agents).

Siam, Jan. 20th.
Java, Jan. 28th.

Australien, Feb. 11th.
Danmark, Feb. 15th.
Chile, Feb. 23rd.

Glen Line.

Glenogle, Jan. 10th.
Cardigan, Jan. 21st.
Glenashane, Feb. 6th.

Glenamoy, Feb. 11th.
Glenagarry, Feb. 18th.
Glenapp, March 4th.

Hamburg-Amerika Line.

Emil Kirdorf, to-day.
Havelland, Jan. 22nd.

Oldenburg, Jan. 25th.
Havensberg, Feb. 8th.
Exmund, Feb. 18th.

Leverkusen, March 4th.
Burgeland, March 18th.

Java-China-Japan Line.

Tjitarben, Jan. 11th.
Tjitarben, Jan. 14th.

Tjitarben, Jan. 14th.
Tjitarben, Jan. 18th.
Tjitarben, Jan. 23rd.

Tjitarben, Jan. 26th.
Tjitarben, Jan. 28th.

Messageries Maritimes.

Athos II, Jan. 15th.
Sphinx, Jan. 18th.

General Metzinger, Jan. 27th.
D'Artagnan, Jan. 29th.

Andre Lebon, Feb. 28th.
Eorhos, March 12th.

Chenonceux, March 28th.

DAILY WATERFRONT NEWS.

CARGO BOATMEN'S "LIGHT-NING STRIKE"

[BY LONGSHOREMAN.]

The cargo boatmen of the s.s. Tai Lee, flying the British flag, refused to work the ship on her arrival at Kowloon on Saturday, owing to the dismissal of a steward. It is stated that the strikers are in league with the local branch of the Seamen's Union at Canton. The s.s. On Lee, the sister ship of the "Tai Lee" was obliged to return to Hong Kong without discharging her cargo.

The strike was, however, settled the next day, following a conference.

Low Water On The West River.

Extremely low water is reported by the masters of the West river steamers. Vessels arriving at Kowloon on Monday could not berth at their wharves. The s.s. Yuet On is reported to be still aground on the bar.

French Flagship Change.

The flagship of the French fleet in China, the Jules Michelet, will return to Europe in May, and she will take her place. Rear-Admiral Shatz will also hand over the China Command at the same time.

S.S. Tai Ming Goes To Dock.

The Wuchow river steamer, Tai-ming, which struck a submerged obstruction at night during her voyage to Hong Kong, has gone into dock for survey. On arrival of the vessel at Hong Kong it was not considered necessary, but the owners have since decided to ascertain the exact damage. It is thought that she has cracked her cement casing.

Searchlight Practice.

A notification issued to Mariners at the Harbours Office states that searchlight practice will be carried out from Stonecutters Island on January 8th, 10th, and 15th.

Asiatic Deck Passengers.

Eight vessels brought 525 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Eastern and Australian Lines.

Tanda, Feb. 4th.
St. Albans, March 4th.

Nippon Yusen Kaisha.

Penang Maru, to-day.
Awa Maru, to-morrow.

Asutsu Maru, Jan. 11th.
Kawachi Maru, Jan. 12th.
Masayu Maru, Jan. 13th.

Lyons Maru, Jan. 16th.
Mishima Maru, Jan. 17th.

Akita Maru, Jan. 20th.
Durban Maru, Jan. 21st.

Tokushima Maru, Jan. 21st.
Aki Maru, Jan. 22nd.

Kashima Maru, Jan. 25th.
Tatsuno Maru, Jan. 28th.

Anjo Maru, Jan. 27th.
Bingo Maru, Jan. 27th.

Hakodate Maru, Jan. 27th.
Tottori Maru, Jan. 27th.

Atago Maru, Jan. 30th.
Ceylon Maru, Jan. 30th.

Koyei Maru, Jan. 30th.
Korea Maru, Feb. 4th.

Norddeutscher Lloyd, Bremen.

Fulda, Jan. 12th.
Trier, Jan. 13th/14th.

Lahn, Jan. 23rd.
Derflinger, Feb. 10th.

Goettingen, Feb. 28th.
Saarbrücken, March 13th.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKIN' CARGO FOR

STRAITS, JAVA, BULMA, OCEAN, INDIAN, PERSIAN, GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBEC,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL STEAMSHIP CO.
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KALYAN"	9,144	19th Jan., Noon	Mars, Casablanca, L'ion & Hull
"ALIPPORE"	5,373	24th Jan.	Straits, Colombo & Bombay
"MOORE"	10,953	2nd Feb.	Bombay, Marseilles and London
"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay
"KASHGAR"	9,005	16th Feb.	Marseilles, London and Hull
"MACDONIA"	11,120	2nd Mar.	Marseilles and London
"PADUA"	5,907	3rd Mar.	Mars, L'ion, A'werp, B'm, H'g
"KHIVA"	9,135	18th Mar.	Marseilles, London and Hull
"KHYBER"	9,114	23rd Mar.	Marseilles & London
"MALWA"	10,986	30th Mar.	S'hai, Mars, & London
"NALDEBA"	9,123	10th Apr.	Marseilles and London
"KARMALA"	10,944	17th Apr.	Bombay, Marseilles and London
"MANUVA"	5,885	11th May	Marseilles and London
"KASHMIR"	10,953	20th May	Bombay, Marseilles and London
"MOORE"	9,144	8th June	Marseilles and London
"KALYAN"	10,953	22nd June	Bombay, Marseilles & L'ion

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Fiume, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"SANTHIA"	7,754	20th Jan.	Singapore, Penang & Calcutta
"TILAWA"	10,006	6th Feb.	do.
"TAKLIWA"	7,838	18th Feb.	do.
"TAKADA"	6,949	18th Feb.	do.
"TALAMBA"	8,015	4th Mar.	do.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ARAFURA"	6,000	1st Feb.	Manila, Sandakan, Thursday
"TANDA"	6,858	1st Mar.	Island, Townsville, Brisbane
"ST. ALBANS"	4,500	30th Mar.	Sydney and Melbourne

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kolumbuger, Tawao, Timor, Durbin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	6,000	9th Jan., Noon	Moji, Kobe, Osaka & Yama.
"KIDDERPORE"	5,334	11th Jan., D.L.	Moji & Kobe.
"TILAWA"	10,008	14th Jan.	Amoy, S'hai, Moji, Kobe & Osaka.
"KALINGAR"	8,000	18th Jan.	S'hai, Moji, Kobe & Yokohama.
"TAKIYASAR"	7,938	20th Jan.	Amoy, Moji, Kobe & Osaka.
"PADUA"	5,907	24th Jan.	S'hai, Moji, Kobe & Yama.
"TAKADA"	6,849	25th Jan.	Amoy, Moji, Kobe & Osaka.
"* MIRZAPORE "	6,715	29th Jan.	Moji & Kobe.
"MACEDONIA"	11,130	1st Feb.	S'hai, Moji, Kobe & Yokohama.
"TANDA"	8,586	5th Feb.	Moji, Kobe, Osaka & Yama.
"TALAMBA"	5,018	8th Feb.	Amoy, Moji, Kobe, Yama & Osaka.
"TALMA"	5,173	15th Feb.	S'hai, Moji, Kobe & Yokohama.
"MALWA"	10,400	18th Feb.	S'hai, Moji, Kobe & Yokohama.
"* NAUPORE "	10,986	1st Mar.	S'hai, Moji, Kobe & Yokohama.
"ST ALBANS"	5,283	4th Mar.	S'hai, Moji, Kobe & Yokohama.
"KEYBER"	4,400	5th Mar.	Moji, Kobe, Osaka & Yokohama.
"NALDERA"	9,114	8th Mar.	Shanghai.
"* LARORE "	16,068	10th Mar.	Shanghai, Kobe & Yokohama.
"* MANTUA "	8,353	13th Mar.	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	8,000	19th Mar.	S'hai, Moji, Kobe & Yokohama.
"* JETPORE "	10,948	23rd Mar.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,000	29th Mar.	Moji, Kobe, Osaka & Yokohama.
"MORRA"	5,318	1st Apr.	S'hai, Moji, Kobe & Yokohama.
"TAKA"	3,885	12th Apr.	S'hai, Moji, Kobe & Yokohama.
"* KALYAN "	10,983	15th Apr.	S'hai, Moji, Kobe & Yokohama.
"RAJPUTANA"	6,986	17th May	Moji, Kobe, Osaka & Yokohama.
	6,144	18th May	S'hai, Moji, Kobe & Yokohama.
	9,699	24th May	Shanghai, Kobe & Yokohama.

